Before N&W's J class p. 52 B&O's western outpost p. 64

Classic Trains

Winter 2015

THE GOLDEN YEARS OF RAILROADING

15 YEARS 2000-2015

Hudson Valley hot spot

New York Central steam and early diesels in 1952

p. 20

Diesel demonstrators of the 1960s p. 38

NYC Hudson with northbound *Laurentian* at Crugers, N.Y.

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PLUS

Inside a Burlington diesel shop p. 36

Vermont snowplow weekend p. 46

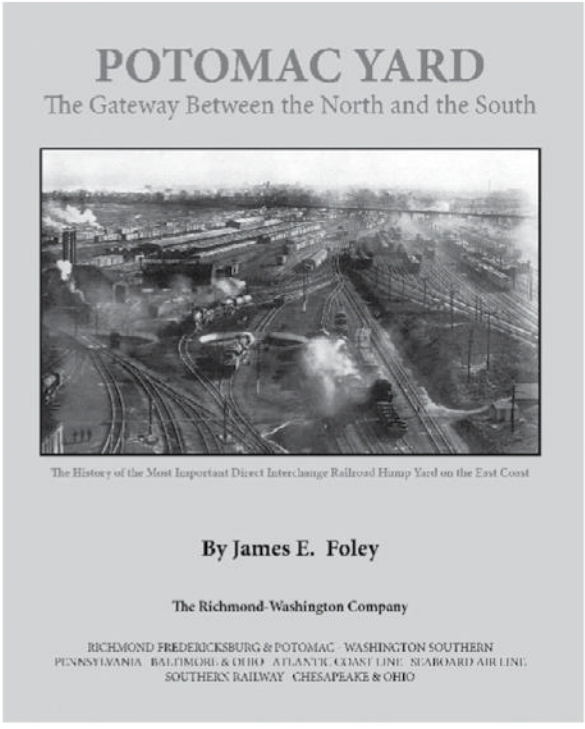
Coal-hauling steam in eastern Canada p. 56

BONUS ONLINE CONTENT CODE PG. 4

POTOMAC YARD

The Gateway Between the North and the South

BOOK 1



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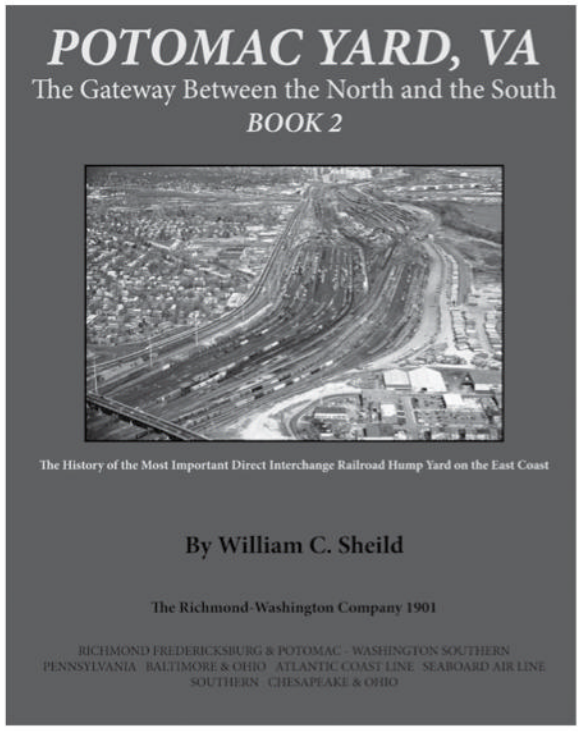

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Classic Trains
15 YEARS 2000-2015

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Back yards and new horizons

We all have a special attachment to the railroading we grew up with. Those trains we saw when we were first becoming aware of the world around us made a big impression on us as youngsters, and still hold a special place in our hearts decades later, as time and technology have taken those trains away. And, as life takes many of us far from our childhood haunts, distance has removed us from those places that were once such a big part of our small world. Sometimes those early experiences inspire us to learn more about those trains and places.

Such is the case for Leigh Morris, whose study of a Baltimore & Ohio branch line begins on page 64. Leigh's boyhood visits to his grandparents' farm in central Illinois provided him with hours of enjoyment watching the trains at Beardstown, and led him to research that unlikely western outpost of the big eastern trunk line.

Of course, once we've become familiar with railroading in our back yard, we start wondering about what's over the horizon. As we learn about the wider world of railroading, our own corner of it seems smaller and smaller. We want to see for ourselves the trains and places we've only heard and read about.

"Hudson Valley Hot Spot" [page 20] by the late David Salter exemplifies this theme. Salter grew up in a small town in south Georgia on a Seaboard secondary line. When a U.S. Navy assignment stationed him in Bayonne, N.J., for several months in 1952, he found himself in the nation's greatest theater of high-density railroading. Naturally, he went exploring, and one of his prime targets was the New York Central's main line north from New York. Salter knew that was the place to see the Hudson locomotives that he, as a boy, had admired, in model form, in the pages of a Lionel catalogue.

These stories are about specific railroads at specific times and places, but in important ways they are familiar to us all.

Robert S. McGonigal
Editor

Home turf: Leigh Morris photographed B&O GP7 6577 (above left) idling at the end of the line in Beardstown, Ill., in November 1963. New territory: In a David Salter photo, lightning-striped E7s (above right) lead NYC's *Upstate Special* down the Hudson Valley in July 1952.

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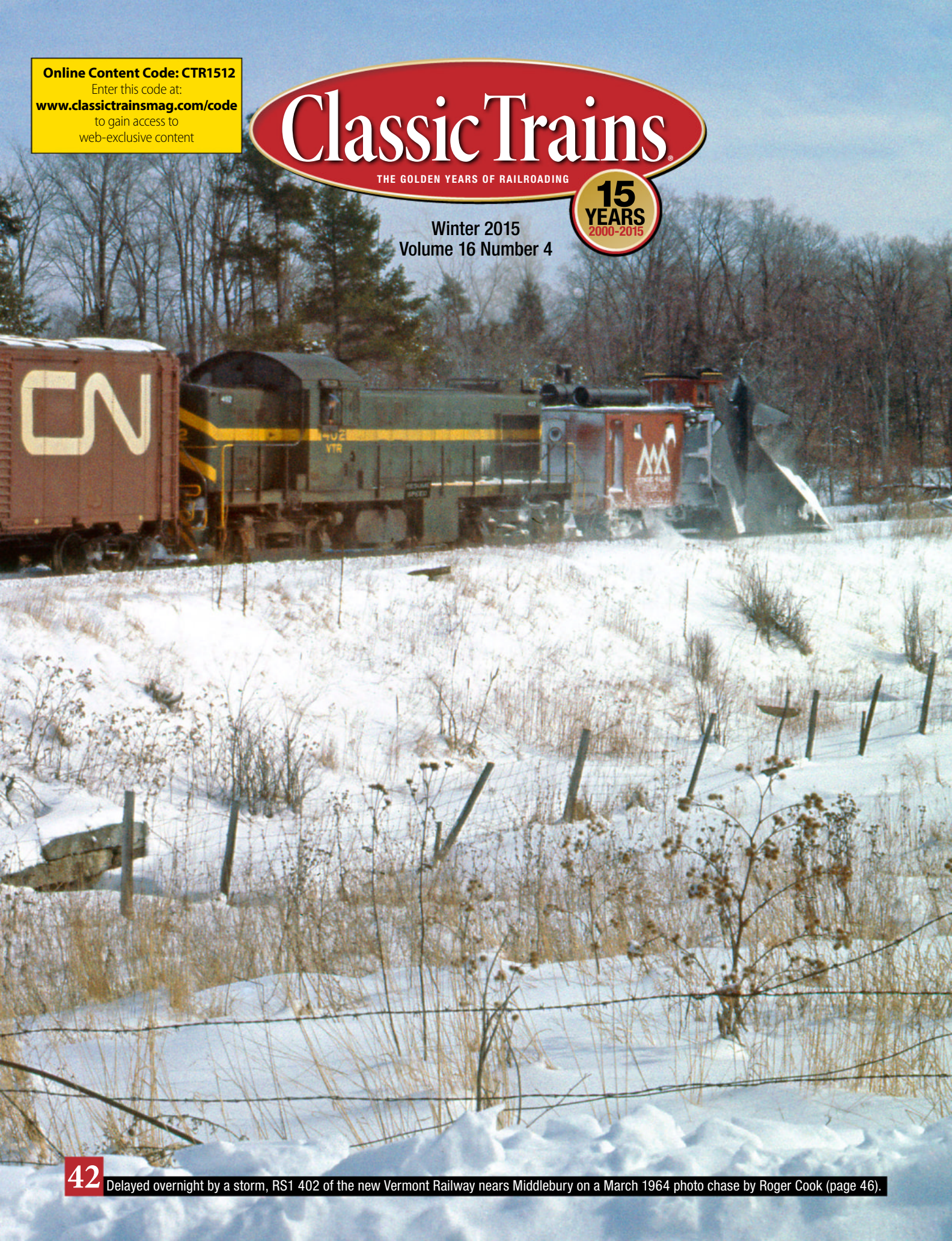
Classic Trains

THE GOLDEN YEARS OF RAILROADING

15 YEARS 2000-2015

Winter 2015
Volume 16 Number 4



42 Delayed overnight by a storm, RS1 402 of the new Vermont Railway nears Middlebury on a March 1964 photo chase by Roger Cook (page 46).

FEATURE ARTICLES

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Summer 1952 was the perfect time for New York Central steam and diesel variety

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In March 1964, a heavy Friday night snowstorm made for a bright Saturday chase

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All about Norfolk & Western's K class 4-8-2 passenger workhorses

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The continent's easternmost standard-gauge line was still mostly steam in 1960

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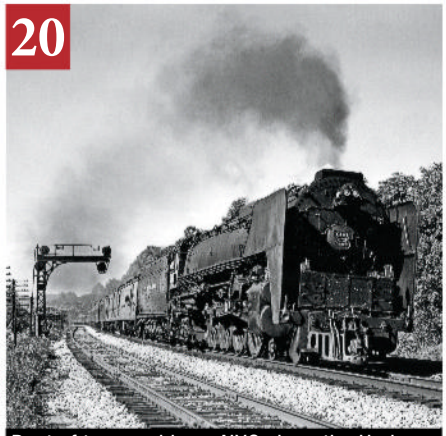
The Beardstown, Illinois, branch had a down-home, shortline quality to it

72 Herding the Goats • Barry Anderson
In the waning days of SP steam, a young fireman caught a lot of 0-6-0 yard jobs



Best of two worlds on NYC along the Hudson

Learning the ropes for loading ATSF Hi-Levels

IN EVERY ISSUE

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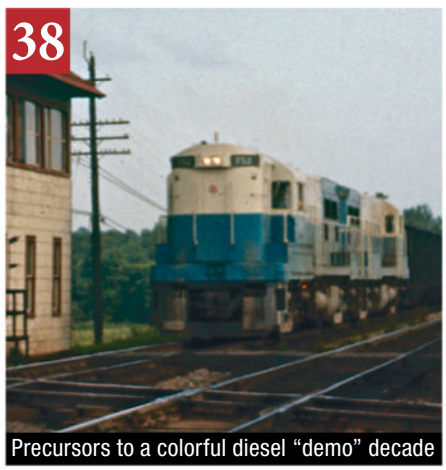

Precursors to a colorful diesel "demo" decade

Sydney & Louisburg hauled coal, kept steam

On the cover: New York Central 5421, one of the 50 revered J-3a Hudsons built at Schenectady in 1937–38 and popularized by Lionel in O-gauge, rolls north along its namesake river with the NYC-Delaware & Hudson *Laurentian,* at Crugers, N.Y., July 25, 1952, in a David W. Salter photo (page 20).

Classic Trains is published quarterly in January (Spring), April (Summer), July (Fall), and October (Winter), (ISSN 1527-0718, USPS No. 019-502) by Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Periodicals postage paid at Waukesha, Wis., and at additional offices. Postmaster: Send address changes to Classic Trains, Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Canada Publication Mail Agreement No. 40010760.

Barry Anderson ["Herding the Goats," page 72], despite his initial enthusiasm as an SP fireman (he's pictured on a cab-forward in the mid-'50s), did not stick with railroading. After graduating from San Jose State College, he became a Navy pilot, then a purser on a cruise ship before a career as a freelance travel writer. He is married with two grown children and has lived in the Pacific Northwest since the 1960s. This is Barry's fifth byline in a Classic Trains publication.

Roger Cook ["Vermont Snowplow Weekend," page 46] became a rail enthusiast while observing Rutland Railway trains on 1950s visits to his aunt and uncle's Vermont farm. In high school he and Karl Zimmermann photographed steam close to home in New Jersey and then traveled to Virginia, Colorado, and eastern Canada. Together they wrote "Roanoke Remembered" [Spring 2010 Classic Trains] and two books: *Magnetic North: Canadian Steam in Twilight* and *The Western Maryland Railway: Fireballs and Black Diamonds*. After four years of military service and a 30-year banking career, Roger is retired, though he remains an active photographer and is pursuing other writing projects. He thanks Zimmermann for editorial suggestions and the late Charles Bischoff for helping keep the facts straight in this Vermont piece, Roger's first solo byline with us.

Scott A. Hartley ["Classics Today," page 76] is a lifelong New England resident and longtime rail author and photographer. Since 1992 he has been a correspondent for Trains magazine. Scott is also active on the Railroad Museum of New England's Naugatuck Railroad. This is his sixth byline in Classic Trains.

J. David Ingles ["Catching the Sales Pitchers," page 38], Senior Editor of Classic Trains since its inception, has written something in nearly every issue, and in each edition under the "Ingles Color Classics" label beginning with Winter 2011. A Waukesha, Wis., resident with his wife Carol since 1974, Dave joined Trains' staff in 1971 and retired as its Senior Editor at age 66 in 2007.

Chuck Larrabee ["Somebody'll Die on You, For Sure," page 30], an Albuquerque native, worked for Santa Fe and Amtrak 1971–78 to help pay for college, graduating with a communications degree from Northwestern University. After living in Chicago, Seattle, Minneapolis, Rhode Island and Massachusetts, he retired from Raytheon Co. as a senior public relations manager in 2011 and returned to Albuquerque. Chuck has been involved in efforts to maintain Amtrak's *Southwest Chief* on its current route. This is his first contribution to Classic Trains.

C. K. "Ken" Marsh Jr. ["Before the J," page 52] took his first train ride in 1941, on a Georgia Railroad mixed. After operating experience with the L&N; the Army at Ft. Eustis, Va.; a military railroad in France; and management of an industrial railroad in Longview, Texas,

he still finds railroads fascinating. A graduate of the University of Tennessee, he has been active recently in transportation planning for the state of Tennessee. He serves as an alderman in his hometown of Kingsport, Tenn., where he lives with his wife Patsy and where they run a used-railroad-book business. This is his 11th Classic Trains byline.

Leigh Morris ["B&O's Western Outpost," page 64], a lifelong railfan, grew up in Chicago's western suburbs but as a child spent considerable time in downstate Cass County visiting his grandparents near Bluff Springs. A graduate of Aurora (Ill.) College, Leigh first worked for newspapers before moving into the corporate world. He retired from utility company Ameren Illinois in 2013 after a 47-year career in communication management. He did freelance work for Chicago & North Western in the 1970s and now continues as a part-time communication consultant and freelance newspaper writer. Leigh had one byline in Trains in the 1990s, but this is his first in Classic Trains.

Robert Oom ["The Upper Peninsula's Railroad," page 16], a photographer and model railroader for over 50 years, started and served as first president of the DSS&A Division of the Soo Line Historical & Technical Society. Now retired from a career in the pharmaceutical industry, he worked for Penn Central as a trackman in 1970 and then on the assembly line for Checker Cab Co. in his hometown of Kalamazoo. He is a 1973 graduate of Kalamazoo College. His two children attended Upper Peninsula universities, and his son Ed is a manager for Canadian Pacific. Although he lives only 39 miles from Lake Michigan, Robert says he is "focused on Lake Superior." This is first byline with us.

Jerry A. Pinkepank ["What's in a Photograph?" page 52], author of the original Kalmbach *Diesel Spotter's Guides*, had a long career as an officer for NYC, CB&Q, BN, and Soo and, since 1989, as a Seattle-based rail consultant. He is the principal contributor to our "What's in a Photograph?" series, which began in Spring '14.

David W. Salter ["Hudson Valley Hot Spot," page 20], a Georgia native, received an MBA from Harvard after serving as an officer in the U.S. Navy. In 1975, after a career with Chrysler Corp., he moved to the Denver area, where he owned and operated a small business. Salter's photos have been widely published, and he was profiled in our Spring 2002 of our "Great Photographers" installment. After his death in 2010, his photo collection went to the Southern Museum of Civil War & Locomotive History in Kennesaw, Ga.

Jim Shaughnessy ["Steam in the Sunrise," page 56], the widely published and acclaimed rail photographer and author from Troy, N.Y., has contributed "Shaughnessy Files" stories since Fall 2007, and was our Fall 2001 issue's "Great Photographer." The Nova Scotia setting in this entry adds a third Canadian province to his series, which has pictured 32 railroads in 13 states and Mexico.

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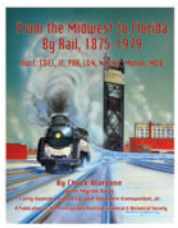

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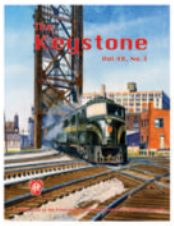

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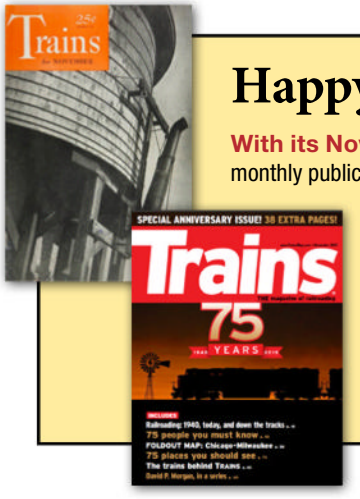
The Odd Trio

Diesel, steam, and gas-electric join couplers on the Canadian Pacific

This diverse assemblage, drifting downhill near the Canadian Parliament buildings in May 1958, may look unusual, but it's just part of the routine for the Canadian Pacific in Ottawa. The threesome has come from Union Station — FP7 1403 arrived with a train from Montreal; Ten-Wheeler 425 brought a local in from Waltham, Quebec; and the gas-electric car handled a run from Maniwaki — and is headed for servicing as a single movement.

D. L. McQueen

Happy birthday, TRAINS!



With its November 2015 issue, TRAINS magazine marked 75 years of continuous monthly publication. TRAINS is, of course, "THE Magazine of Railroading," but it's also CLASSIC TRAINS' big brother, for CT's roots go back to TRAINS CLASSIC, a one-off issue from TRAINS in early 1999. We're happy to salute the magazine that gave us such a great start. . . . As part of TRAINS' anniversary, a lavish new book, *Railroad Vision: Steam Era Images from the Trains Magazine Archive*, has been published by The Quantuck Lane Press. Edited by Wendy Burton and Jeff Brouws, with an introduction and captions by former TRAINS Editor Kevin P. Keefe, it features 156 beautifully reproduced black-and-white images, most from North American railroading's mid-20th century "classic era."

A streetcar named patriotism

New Orleans streetcar 832, decorated to advertise U.S. war bonds, rumbles down Bourbon Street on July 25, 1943. This is the line to Desire Street, made famous in Tennessee Williams' 1947 play and converted to buses in 1948.

R. H. Kindig

Paul Eilenberger

Fancy power for a freight

Pennsylvania 2665, one of four K4s Pacifics the road gussied up in 1940 for new streamliners like the *South Wind* and *Jeffersonian*, finds itself on a lowly train of 70 empty freight cars heading out of Chicago at Englewood. The 4-6-2's fine condition suggests it's not long out of the shop.

Obituaries

Frank Kozempel

South Jersey rail photographer and historian Frank Kozempel, 86, died July 28. He worked for PRR, Reading, and PRSL; served four years in the Air Force; had a career with IBM; and was active in rail historical societies. He wrote "A Hidden Shortline Treasure," about the Union Transportation Co., for our Spring 2012 issue.

Harold K. Vollrath

Photographer, photo collector, and railroader Harold K. Vollrath, 92, died August 6. He worked 39 years at KCS in train dispatching and labor relations. He amassed a collection of some 50,000 black-and-white negatives and sold prints, many of which were published, for decades. He was profiled in our Fall 2011 issue and received the Railway & Locomotive Historical Society's photography award in 2013.

ON THE WEB

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Video: NYC steam action

Watch video clips of New York Central steam in action — including some from the same area covered in "Hudson Valley Hot Spot" [page 20 of this issue] — from the Sunday River Productions archive.

More on the S&L

See more photos from Jim Shaughnessy's visit to the Sydney & Louisburg Railway, chronicled on pages 56–63 of this issue.

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My entire life in one issue!

Fall 2015 Classic Trains inspired me to ask, "How do I love thee? Let me count the ways . . .," for it more or less covers my entire life!

• The "True Color" spread [page 14] of BN's power set at Keddie, Calif., vividly reminds me of similar BN run-through sets that passed through our Indiana village on the Southern in the 1970s.

• "The Work of the Age" [page 16] caused a brief reverie of speculation on operations on Erie's west end near our current residence in Munster, Ind.

• "Just Before the End" [page 38] sparked a return to this speculation since the old Grand Trunk Western main line splits Munster's southern neighborhoods, and the Illinois Central steam photos brought back traveling behind steam on Kentucky Division trains to visit grandparents in Ballard County, Ky. On the Saturday after Thanksgiving 1959, my little brother and I were given permission by the Paducah roundhouse foreman to inspect 4-8-2 2613 and several of her sisters in the dead line out back.

• "Monon Moments" [page 32] jiggled many corners of my memory. In the lead photo, the BL2 is on a curve in Benson Valley, where I rode the *George Washington* behind C&O BL2s before E8s were assigned. I lost count of the weekend afternoons that my young sons and I played "hotbox" (a baseball-related game) at the Frankfort station while waiting for L&N coal trains or C&O trackage-rights freights to pass. The baggage car is on the connection switch to the old Frankfort & Cincinnati, which I model in N scale.

• Finally, "Rat Hole Railroading" [page 82] returns me to my growing-up years hanging around the Southern depot at Georgetown, Ky., on the Rat Hole's First District. This is described in my book, *Once Upon Our Depot Platform*. In 1970–71, by this time married and an ordained minister, I lived in Moreland, Ky., atop the hill 10 miles out of Danville.

Mike Gillespie, Munster, Ind.

Your Fall issue is right down my alley! It was great to see IC and C&O in Kentucky, and SP, through leader Donald J. Russell [page 48], all in one issue. I lived in western Kentucky beginning in 1962, from age 11 through Murray State University years and was familiar with the locations Fred Furminger mentioned in his story [page 38]. And as for Mr. Russell, when I got to the Cotton Belt in 1980, his shadow was still very long over the land, although fading fast. He may have been too good, as those who came afterward tried but couldn't emulate him.

Steve Lasher, Jeffersonville, Ind.

Ohio River flooding at Louisville in March 1964 forced the Kentucky Railroad Museum to move.
Frank Tatnall

Burnham Shops built two

I would rebut the statement [page 47] in "Bird's-Eye View" that Rio Grande's Burnham Shops never constructed a locomotive. Burnham built two Class 150 (later T-26) 4-6-0s in 1897 for D&RG, Nos. 702-703, which were copies of two Baldwins delivered in 1896 (and followed by more in 1898). Despite the shops proving they could build a locomotive, apparently it was financially better for D&RG to buy new power rather than build. Thus there were no more until the narrow-gauge K-37s were rebuilt from the C-41 2-8-0s in 1928, as mentioned.

Everett Lueck, The Woodlands, Texas

Who's in the boxcar?

I really like the colorful consist and scenery on the "True Color" photo. Too bad an NP engine couldn't have been in the consisst. I wonder if the two travelers in the Rio Grande boxcar enjoyed it too?

David Cline, Hudson, Wis.

KRM's remarkable 60 years

I was pleased to see just how far the Kentucky Railway Museum has come in the 60 years since its founding ["Classics Today," page 76]. I was president of KRM during some of its darkest days after the great Ohio River flood in March 1964, which inundated our entire River Road museum in Louisville. This photo (above) of L&N Pacific 152 and C&O Kanawha 2716 up to their cabs in floodwater, taken after we floated over the fence in a rowboat, indicates the magnitude of the restoration task facing KRM members. Obviously, this disaster was a motivating factor in KRM's relocation.

Frank Tatnall, Radnor, Pa.

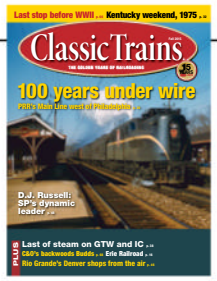
Shortline sales and such

Fred Furminger's "Just Before the End" [page 38] was great. If he'd looked around the Crabtree Coal yard he could have found ex-Cadiz Railroad 0-6-0 205, formerly ET&WNC 205. I know it was still there because I, as president of the Cadiz, sold it to them, in 1954, when we got our first diesel, and it was there when the road shut down. I understand a man from Chicago bought it but never moved it and it was scrapped there. I also recognized the pictures of the Princeton yard, as the one on page 42 shows where the Cadiz entered the IC, just above Varmint Trace Road, after we took over IC's Princeton–Hopkinsville line.

Russell Tedder's excellent "Bridgeboro Boogie" [page 60] brought back memories. I bought a locomotive from him, over the phone, sight unseen, when we had a motive-power pinch. Of course we knew each other from both being on the short line association's board. The Pidcocks were well known in the industry. My predecessor at Cadiz, cousin Cleland White, told me of a trip to a shortline meeting out west in the early 1930s, when he was a guest on Mr. Pidcock's private car. Those must've been great times.

H. S. "Stan" White, President, Cadiz Railroad (Ret.), Cadiz, Ky.

Fred Furminger may have solved a 50-year-old mystery for me. As a 9-year-old in April 1961, while riding in my parents' car on a gloomy afternoon, I saw a steam locomotive switching on an industrial siding near GTW's Nevada Avenue grade crossing in Detroit. This was more than a year after daily GTW



steam had ended. Furminger's mention of 4-8-4 6323 seeing occasional use until September 1961 would indicate this well may have been the locomotive I saw.

Gerald Ognjan, Dearborn, Mich.

Think of the future

Regarding Bill Graper's "Last Stop Before World War II" on NYC's *Empire State Express* first run [page 66], to me it is amazing that after 74 years something like this comes to light. Back then, who would have dreamed the story about this man's grandfather would be in a railroad magazine? In the same issue are pictures and stories from 1952, '55, '60, and '61. Would their authors have thought, back then, that the events and their photographs would be in a magazine in the future? I am glad they produced. What I am trying to convey is, take the photos now, so in 50 or 75 years they will be history for someone else to enjoy, as I have.

Joseph Oates, Seffner, Fla.

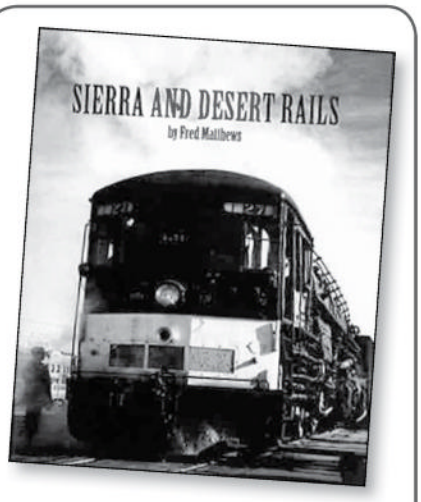
That Erie feeling

Regarding "The Work of the Age," Robert E. Mohowski's "Fallen Flags Remembered" entry on the Erie Railroad [page 16], Bob Krone's photo on page 18 of two trains with the Alco PAs at Jersey City terminal on Friday, March 22, 1957, was taken on the last day of rush-hour service there. On the following Monday, the only trains to Jersey City were Erie's three Northern Branch trains, which moved to the Lackawanna's Hoboken Terminal in 1958, and two Susquehanna trains, which would be cut back to Susquehanna Transfer in North Bergen in 1960. Erie's midday and weekend trains had moved to Hoboken in 1956.

Dennis Yachechak, Falls Church, Va.

The map on page 17 seems to omit the Erie's main line from Buffalo to Niagara Falls, which crossed the Erie Barge Canal on a bascule bridge from Tonawanda into North Tonawanda, where the branch line to Lockport, which is on the map, diverged. The bascule bridge still stands, dormant, and the Erie freight house in North Tonawanda also does, in use by a historical society. I grew up in Kenmore, N.Y., 15 miles from there, in the same era as author Fred Furminger.

Colin R. Bruce II, Scandinavia, Wis.



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Count the hats (above) at 3rd and Townsend depot. Russell's office car *Sunset* still rolls, at San Louis Obispo, Calif., in early 2015 (right).
Steam, Alden Armstrong; UP, Larry DeYoung

Hats on for Mr. Russell

I enjoyed John Signor's fair assessment of Donald J. Russell's reign on the SP [page 48]. Virtually no one was neutral about him. The reference to headgear decreed by him was spot-on. Above is a photo I took at the 3rd and Townsend Street station, a short distance from SP's general headquarters, with a flock of "straw hats" inspecting the station on a blustery afternoon.

Alden Armstrong, Grand Junction, Colo.

Yes, D. J. Russell did indeed have a "thing" about requiring his employees to wear hats. As a regional transportation manager in San Francisco during the mid-1960s, I watched this annual event.

Russell would pick the day in May and walk into 65 Market Street headquarters wearing a straw hat. Word quickly spread, "Switch to straw!" One day in the fall, he'd change back to a felt hat. Men had a maximum of two days to observe and comply, and woe to those who were late in switching. You could always tell an SP salesman on the streets because he was the only man wearing a hat.

Max Hill, Indianapolis, Ind.

The photo on page 56 of Russell's short office-car train caught my attention. On February 23, 2015, my wife Joyce and I were riding Amtrak's *Coast Starlight* south when our train began playing tag with a Union Pacific office-car special. When we made the extended stop at San Luis Obispo, I got down to take photos and heard a horn behind us. Soon the special pulled up with shiny GE 8142 and two office cars. While the heavyweight was not *Del Monte* (it was *Stanford*), the lightweight was Russell's *Sunset*. Short of commandeering Doyle McCormack's Nickel Plate-painted PA from Portland, Ore., this may be as close as one can come to replicating that 1962 special, unless *Del Monte* is still on the UP roster.

Larry DeYoung, Devon, Pa.

¶ Stanford *and* Sunset *are kept at Oakland;* Del Monte *is off UP's roster. — J.D.I.*

I worked on SP's Coast Division from 1948 to 1955 selling tickets and throwing baggage. While the stockholders loved D. J. Russell, those of us working in Passenger Services certainly did not. Many, including me, left the SP; I spent rest of my working life in the insurance business — nowhere near the joy of railroading, but with a brighter future.

Harry Olund, Newport, Ore.

Riding the Main Line

My absolute favorite article in your Fall issue was Frank Tatnall's "A Century of Catenary" [page 20] about the electric service on the Philadelphia Main Line.

During 1967–71, I commuted from Paoli to my elementary and middle school, Waldron Academy, in Merion. In the morning, I watched GG1s with long-distance trains like the *Penn Texas* and *Broadway Limited* arrive and depart for New York. At 7:05, a Silverliner from Harrisburg, with my friend Tommy as en-

gineer, pulled in and left for Philadelphia. Then, my train, the 7:11, would arrive.

John Devlin, the Paoli station agent, would sell me my 30-trip tickets and give me any "foreign road" system timetables he could spare, most of which I still have.

I would get off at Narberth and take the bus to Waldron. For my return, I'd take the bus to Ardmore, where I'd watch the *Pennsylvania Limited* go by around 3:20. The agent there first introduced me to the *Official Guide of the Railways*. There was no air conditioning on those MP54s, apart from pulling up the windows — and you had to be careful to have your arm in when the afternoon Harrisburg express slammed by!

It was a fun way to go to school, and I missed it when I went on to high school. I'd give about anything to ride behind a GG1, or on a Silverliner or MP54, again!

John P. Manley III, High Springs, Fla.

Lost on the Big Sandy

As a detail person I connect the text, pictures, and maps in stories in your great magazine to "take me there." In "C&O's Big Sandy Budds" [page 68], the two photos on page 75 do not make sense to me. The caption states the location in both is Elkhorn City, but the buildings in the photos are not the same, there are more tracks in one, and the pole lines are in different locations. Please explain.

Richard Hardy, Tulsa, Okla.

¶ *Good catch, Richard. Both prints were captioned Elkhorn City, so we had author Larry Fellure ask his "Big Sandy expert" friend, Everett N. Young. The answer: "In the top photo, No. 36 is approaching Prestonsburg station; the switch right in front of the train is Middle Creek Junction. In the photo on page 68, the 'unrecorded' location appears to be at the siding switch just (timetable) west of the Marrowbone depot. The post office at C&O's 'Marrowbone,' though, is Regina, Ky."— J.D.I.*

Fall fix

• Page 54: Gordon Glattenberg took the photo of the SP diesel-hydraulics.

Got a comment?

If you have a comment or correction, write us at Fast Mail, Classic Trains, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

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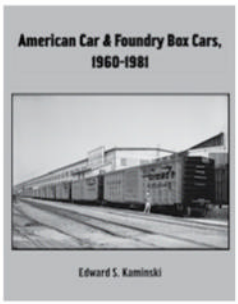

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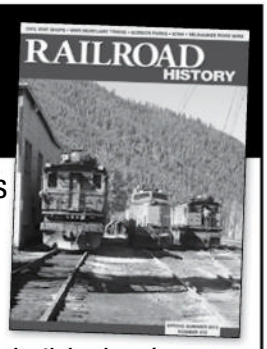

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Last run on the W&OD

Northern Virginia's Washington & Old Dominion Railroad linked Rosslyn (Alexandria) and Arlington with Bluemont, Va., about 50 miles west in the foothills of the Blue Ridge Mountains. At various times it operated as a steam short line and electric interurban before its remnants were abandoned in 1968. The road operated passenger service between Rosslyn and Purcellville, a 45-mile run that included a 3.2 percent grade at the east end, until May 31, 1951 — the date of this photo. When diesel motor car 45 completes its return trip from Purcellville to Rosslyn, WO&D will be just another freight-only short line. Today, most of the right of way is a recreation trail, and the Purcellville depot is preserved.

C. William Streit

45
45

The Upper Peninsula's railroad

Duluth, South Shore & Atlantic was born to carry copper and iron ore • **By Robert Oom**

Having just left Ewen, Mich., AS616s 210 and 204, their lettering intact despite the 1960 Soo merger, lead Superior–Marquette train 22 across the Baltimore River west of Bruce Crossing September 3, 1961. Heavy freights were handled by 12 C-C Baldwins like these, plus 4 center-cabs.
Robert C. Anderson

In the annals of Midwestern railroading, there have been two "South Shores." Electric interurban Chicago South Shore & South Bend, known as the "South Shore Line," follows the edge of Lake Michigan in connecting its namesake cities. It carries on, with diesels on freights and the electric passenger service operated by a regional transit agency. Those two words in the name of this article's subject, the Duluth, South Shore & Atlantic Railway, refer to Lake Superior.

The DSS&A, which existed for 74 years, stretched from Minnesota's big Lake Superior port due east 419 miles to Sault Ste. Marie, Mich., on the St. Mary's River marking the Ontario border. A 43-mile branch to the south (considered the "main line") reached St. Ignace on the Straits of Mackinac, with a ferry to Mackinaw City on Michigan's Lower Peninsula connecting with NYC's Michigan Central and Pennsy's Grand Rapids & Indiana. A 62-mile branch struck north into the copper country of Upper Michigan's Keweenaw Peninsula.

Typical of the DSS&A, 2-8-0 713 hauls a short train on stamp sand ballast near Paynesville.
Roy Paananen; author's collection

DSS&A was incorporated in Michigan on March 9, 1887. Established by combining several predecessors, some not yet built, it did not yet extend to Duluth. Its history, though, began earlier.

The Upper Peninsula was a vast wilderness when Michigan became a state in 1837. Douglass Houghton [Hoe-ton], the new state's geologist, focused his mineral exploration on "the U.P.," as most everyone calls it. He found vast amounts of copper, as expected, but also found iron. He died in 1845 before the magnitude of his iron-ore discovery would be known.

While surveying near present-day Negaunee in 1844, U.S. deputy surveyor William Burt discovered an outcropping of magnetic iron ore. The Jackson Mine was opened, 12 miles from Lake Superior, but the ore had to be moved to the lake at Marquette. Ten years would pass before the Iron Mountain Railroad, first in the U.P. and a DSS&A ancestor, came to be.

Congress in 1852 authorized a land grant to any entity that could complete a canal and locks at Sault Ste. Marie ("the Soo"). The project began in June 1853 and took two years, enabling ore loaded at Marquette to enter the lower Great Lakes.

A rail line south to Lake Michigan at Bay de Noc was planned, but the competing Peninsula Railroad, backed by Chicago & North Western, opened first. Although the local road did keep C&NW out of Marquette, the future DSS&A would not reach a Lake Michigan port.

When iron ore was discovered west of Negaunee, the Marquette & Ontonagon Railway built west from Ishpeming, getting to Lake Michigamme by 1865. Five years later another group, aiming for Ontonagon [On-tah-nah-gon] on Lake Superior, built the Houghton & Ontonagon from Michigamme to L'Anse, where an ore dock was erected. The rival roads merged to form the Marquette, Houghton & Ontonagon, which reached East Houghton in 1883.

Meanwhile, faraway investors — including brothers James and Hugh McMillan of Detroit plus Chicagoans and New Yorkers — in 1879 planned a line from Marquette to St. Ignace: the Detroit, Mackinaw & Marquette. Construction proved to be costlier than expected, and the railroad passed south of Munising, an emerging Lake Superior port. DM&M reached St. Ignace in 1881, and Mackinac Transportation Co. [Mack-in-aw] was formed to cross the Straits, using the ferry *Algomah* and a barge that could carry four cars. In 1888 the wooden ferry *St. Ignace* (10 cars) entered service, joined in 1893 by the 18-car *Sainte Marie*.

Meanwhile in the Keweenaw [Kee-win-aw], the Mineral Range & L'Anse Bay was formed in 1871 to connect the

mining town of Calumet with Hancock. Opened in 1873 as a 3-foot-gauge line, it became known as the Mineral Range.

The Hancock & Calumet, also narrow-gauge, in 1885 was built east from Hancock along Portage Lake and Torch Lake to Calumet on a better gradient. Both the Mineral Range and H&C were taken over by the DSS&A in 1893, then standard-gauged in 1897 and 1901, respectively. The Mineral Range would continue as a subsidiary of DSS&A.

Expanding in three directions

When DSS&A was incorporated, construction was planned on three fronts. A line had to be built to the Soo; this originated at Sage on the St. Ignace line. Further, a bridge to Sault Ste. Marie, Ont., was necessary to establish a link east. Finally, the line had to be extended west, to the Montreal River and a connection with Northern Pacific, to reach Duluth.

The line to the Soo was done quickly, beating the Minneapolis, St. Paul & Sault Ste. Marie ("Soo Line"), which was building east from Wisconsin, in September 1887. The St. Mary's rapids were bridged in 1888, giving DSS&A its Canadian Pacific connection. CP officials toured the DSS&A in May 1888 and two months later bought a controlling interest, which would prove financially important.

In late 1886 chief engineer J. A. Latcha had sited a railroad west from near Three Lakes, later named Nestoria, passing north of Lake Gogebic to a connection with NP at Iron River, Wis. Although superbly engineered, the line missed Ontonagon, Mich., and Ashland, Wis., to the south, and Bessemer and Ironwood, Mich., to the north, which kept DSS&A from having a presence on the Gogebic iron range. After being rebuffed by property owners on Lake Gogebic, DSS&A relocated its planned western division point from there 15 miles west to Thomaston.

Unique arrival: Black DSS&A RS1 104 pulls train No. 1, which originated at NYC's Mackinaw City station (shared also with the Pennsy) off ferry *Chief Wawatam* at St. Ignace in July 1948.
Cornelius W. Hauck

From the beginning, DSS&A and NP squabbled over trackage-rights payment. This ended when DSS&A built its own line to Superior, Wis., in 1892. It had little on-line business, though, and was abandoned in 1934. DSS&A then went back to NP rights, from Ashland to Duluth, using Soo rights into Ashland from Marengo.

In 1896 Lake Superior & Ishpeming, owned by Cleveland-Cliffs Iron Co., built its own line and an ore dock at Presque Isle, just north of Marquette, giving DSS&A competition for Marquette range ore. In 1900, Mineral Range opened a line from Keweenaw Bay west to Mass City to tap copper mines and connect with the Chicago, Milwaukee & St. Paul.

In reference to Duluth's then nickname, DSS&A became known as the "Zenith City Short Line," but "South Shore" became official in 1905. At this time, DSS&A passenger service reached its own zenith, with dining, sleeping, and parlor cars. The South Shore emblem would be painted on locomotive tenders and freight cars; the maroon passenger cars were lettered SOUTH SHORE in gold.

In 1911 a new steel carferry from Toledo Shipbuilding Co., the 26-car-capacity ice-breaker *Chief Wawatam*, was delivered for Straits service. The old wooden *Sainte Marie* went to Toledo, where its components emerged as a smaller steel carferry, *Sainte Marie (II)*, in 1913.

Copper's peak, and decline

Upper Michigan copper production peaked before World War I. An attempt to unionize miners in 1913 resulted in violence, and some mines closed. Copper could be produced elsewhere at lower cost, and after the price of copper declined in 1918, more mines closed.

United States Railroad Administration control in 1917 brought escalating costs. After Armistice Day, traffic sagged, and when USRA control ended in 1920, DSS&A was under control of Minneapolis-based Soo Line. Although some offices remained in Marquette, big decisions were made in Minneapolis, and DSS&A's meager overhead traffic was turned over to the Soo despite the longer routing.

The 1920s were both good and bad. Henry Ford was buying land and investing in Upper Peninsula sites including Imperial Mine west of Michigamme, Blueberry Mine west of Ishpeming, and a

At DSS&A's Marquette station on a September 1951 afternoon, 2-8-0 92 makes up train 7, which will run overnight to Duluth, as 4-6-2 556 pulls out with Mackinaw City–Calumet train 1.
A. C. Kalmbach

L'Anse sawmill. His efforts there, and near Iron Mountain, Mich., contributed forest products traffic to DSS&A. With CP financing, DSS&A bought two new 4-6-2s, 555 and 556, from Alco's Brooks Works in 1924. They, plus 2-8-0s 91 and 92, would remain its newest steam.

South Shore in 1930 announced a new $1.8 million reinforced concrete ore dock, No. 6, for Marquette. Also financed by CP, it was 85 feet high and 968 feet long, with 150 pockets and a capacity of 43,000 tons. It remains standing today, though unused and minus its approach.

The 1930s Depression took its toll, and as 1937 began, DSS&A and Mineral Range entered receivership. Fewer trains ran, and surplus locomotives were cut up. The roads kept going with mainly old 2-8-0s. With new power out of the question, DSS&A bought two New York Central 2-8-2s, which became 1050 and 1051. World War II boosted traffic, and in 1941 DSS&A bought two more NYC 2-8-2s, then a fifth in 1942. Despite higher traffic, only 1942 and 1943 netted profits.

Alco, Baldwin diesels arrive

In September 1945, copper mining ceased at Quincy Mining Co. near Hancock. Copper production elsewhere diminished, and traffic fell. Passenger traffic also slipped, owing to improved roads.

DSS&A bought its first diesels, Alco RS1s 100 and 101, in June 1945. Painted black with white lettering and visibility striping, they ran in multiple, and were doing so in September 1952 when they plunged into a large washout near Munising Junction, though without serious injuries. In 1946 DSS&A ordered five more RS1s, which arrived in '47, also in black but with yellow, not white, diagonal stripes and lettering, looking like new switchers delivered to the Soo Line.

In November 1949 there was new optimism as DSS&A emerged from receivership, with a new name: Duluth, South Shore & Atlantic Rail*road*. The Mineral Range was included. Needing bigger power, DSS&A turned to Baldwin for three each DRS-6-6-1500 road-switchers and DT-6-6-2000 center-cab units, in the 200 and 300 series, respectively. These rugged haulers were delivered in fall '49 in a bright new paint scheme, using the yellow and green of Marquette's Northern Michigan University, accented in red.

When DSS&A steam was nearly gone, a Soo 2-8-2 was employed to haul Milwaukee Road's *Copper Country Limited*, a through run from Chicago, on DSS&A between Champion and Calumet. Great Northern 2-8-2s were also used on the west end when the center-cab Baldwins required repair. Further, DSS&A sometimes used LS&I 2-8-0s, and later it would borrow Calumet & Hecla and Copper Range Baldwin diesel switchers.

More diesels came in 1950–51. In August 1950, DRS-6-6-1500 203, built as Baldwin demonstrator 1500, was bought, as was a fourth big center-cab, 303. In '51, DSS&A took five of Baldwin's successor road-switcher AS616s, 204–208, and an eighth RS1, 107, the only RS1 delivered in yellow and green. The first seven RS1s were repainted from black.

A new diesel house went up next to the Marquette roundhouse in 1952, and two track extensions were made. A 14½-mile branch was planned from Bergland to the new White Pine Copper Co. mine. Near Negaunee, Tracy Mine was being built by Jones & Laughlin Steel, and a bypass highway around Ishpeming resulted in a new joint DSS&A–C&NW–LS&I alignment with CTC signaling. Two more AS616s arrived, 209–210, and while DSS&A was "fully dieselized," 2-8-0 92 worked until January 1953 on constructing the White Pine branch. A final AS616, 211, arrived in August '52. Built as Baldwin-Lima-Hamilton demonstrator 1600, it differed in having dynamic brakes and outside-equalized Type C trucks.

A new emblem introduced in February 1953 included the full railroad name instead of just "South Shore." New freight cars were acquired, plus 10 secondhand hoppers and three ex-Lackawanna cabooses. Despite these expenditures, DSS&A declared a $1 per share dividend.

Modern touches, in vain

DSS&A reduced Marquette–Duluth passenger trains 7 and 8, which used Soo Line stations in Ashland, Superior, and Duluth, from daily to triweekly effective August 13, 1954. On non-train days, mail and express moved by road in yellow truck trailers with red lettering. White Pine Mine was completed in 1954 and Tracy Mine the following year. Trains 7 and 8 came off effective June 4, 1955, and while Marquette–St. Ignace trains 2 and 1 continued, the last RPO left Marquette on July 31, 1955, after which all mail and express was handled by truck. In August, a new Budd RDC1, 500 *Shoreliner*, was touted as a new and more luxurious service for the 332-mile Ishpeming–St. Ignace round trip on a faster schedule, but ridership did not increase, and the Mackinac Bridge opening on November 1, 1957, sealed the train's demise. It came off January 11, 1958, and the RDC was sold to Canadian Pacific.

Radios for locomotives and cabooses came in '56, and Duluth–St. Ignace fast

The second of four DT-66-2000 transfer units idles at Marquette's roundhouse July 7, 1961.
Robert C. Anderson

As a Baldwin works the city's lower yard, the RDC1 leaves Marquette in July '56 for St. Ignace.
James R. Wichman

freights 18 and 19 were instituted to try for more overhead traffic. Celotex Corp. planned to build a plant in L'Anse, and DSS&A declared a $1.25 dividend. The plant didn't open until 1960, though.

In early 1957, financial prospects faded. Demand for forest products, iron ore, and copper all lagged, and trains 18 and 19 came off in March. After President Henry S. Mitchell died in November, Vice President Leonard Murray stepped up, and merger studies with Soo Line and Soo's Wisconsin Central were begun.

In 1959, a long steel strike and one at White Pine Mine resulted in DSS&A's net earnings being only $704. After the steel strike ended November 9, the Marquette ore dock in December set a monthly record for tonnage. DSS&A incurred costs in track realignment related to a new rail and highway link between Houghton and Hancock — the world's heaviest and widest double-deck, vertical-lift span.

Directors of MStP&SSM, Wisconsin Central Railway, and DSS&A in March 1960, despite opposition from rail employees and business owners, approved a three-way merger. On 1960's last business day, MStP&SSM and WC were folded into DSS&A, since the latter had the corporate structure preferred by parent CP. The new entity's name was Soo Line, adopting MStP&SSM's longtime nickname. Thus the South Shore was no longer Marquette's railroad; the shops soon closed, and many employees were laid off.

DSS&A was a victim of changing times — bulk material could move cheaper by water across Lake Superior than by rail. Although its Mackinaw City connections were the two eastern giants, both lines were long branches — Pennsylvania's former Grand Rapids & Indiana and NYC's 300-mile Michigan Central line from Detroit. Some overhead traffic from Detroit to western Canada and the Pacific Northwest went via NYC to Mackinaw City, but the 3- to-4-hour ferry connection (longer in winter) couldn't meet reliability and speed requirements for autos and manufactured goods. PRR conductors' wheel reports listed loads of lumber, pulpwood, and other forest products from DSS&A for points south, but by 1959 PRR interchange was down to triweekly.

Soo would operate the majority of the DSS&A into the 1980s, and some lines would be sold to the new Wisconsin Central Ltd., in 1987 and survive Canadian National's 2001 buyout of WCL. Marquette, though, would no longer be home to "the Upper Peninsula's railroad." ■

DSS&A fact file

(comparative figures are for 1929 and 1960)
Route-Miles: 574; 544
Locomotives: 62; 24
Freight cars: 2,709; 1,625
Passenger cars: 58; 0
Headquarters city: Minneapolis, Minn.
Special interest group: Soo Line Historical & Technical Society, www.sooline.org
Recommended reading: *Wisconsin Central*, by Otto P. Dobnick and Steve Glischinski (Kalmbach, 1997); *Duluth, South Shore & Atlantic Railway: A History of the Lake Superior District's Pioneer Iron Ore Hauler*, by John Gaertner (Indiana Univ. Press, 2009)
Source: *Historical Guide to North American Railroads* (Kalmbach, 2014)

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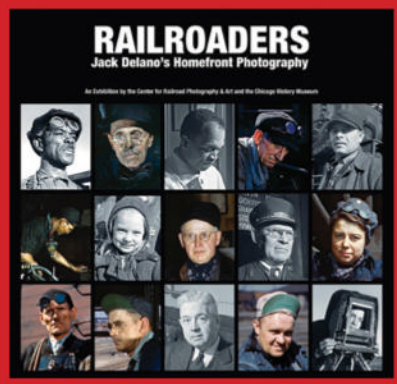

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Hudson Valley HOT SPOT

Summer 1952 was the perfect time for steam and diesel variety on New York Central's Hudson Division

By David W. Salter • Photos by the author

3:00 p.m. Magnificent Niagara 6005 gallops through the little station at Oscawana, hard by the Hudson River 36 miles north of Grand Central Terminal, with train 49, the *Advance Knickerbocker*, on September 6, 1952.

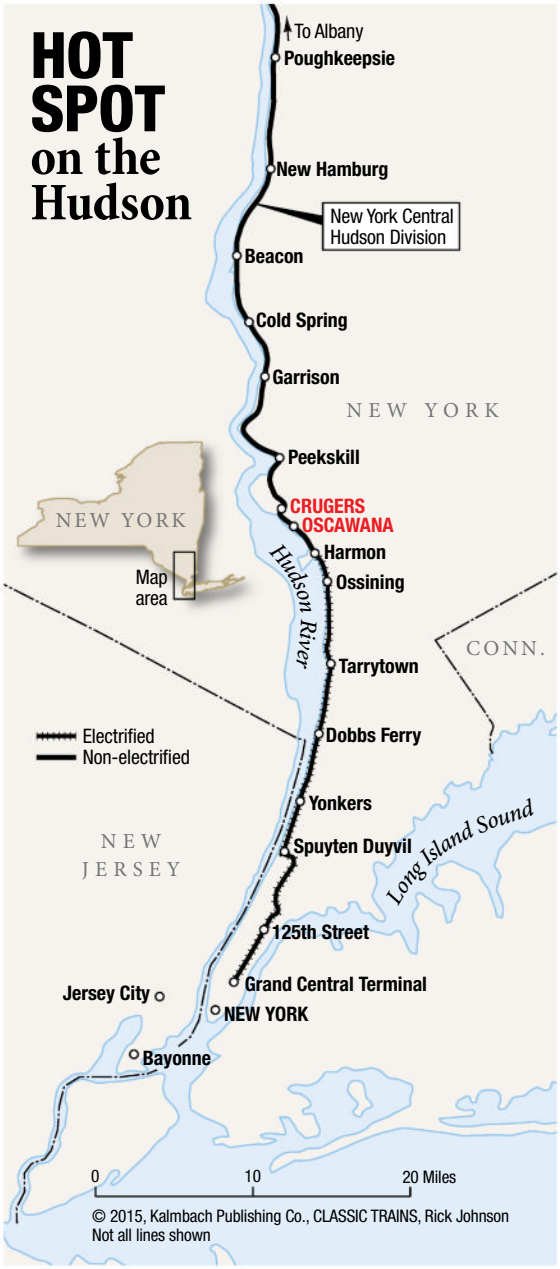
8:35 a.m. An A-B set of E7s dashes out of one of the twin tunnels north of Oscawana with train 2-66, the *Pacemaker-Commodore II*, on August 23, 1952.

8:40 a.m. Five minutes later on the same day at the same spot, Pacific 4675 passes with train 174, a local from Poughkeepsie.

After completing the Navy's Officer Candidate School in 1952, I was transferred to the Supply Corps School in Bayonne, N.J. The supply training was to last 5½ months, and the advantage of attending was that, as a student, you were not assigned any duties. So, after completing your daily studies, you had free time to do as you wished, including on the weekends. I was delighted to get the assignment.

Bayonne is just across the Hudson River from Manhattan, and the naval base was alongside the Central Railroad of New Jersey main line. The tracks were also used by the Reading Company and the Baltimore & Ohio for their entrance to Jersey City, where New York-bound passengers transferred to CNJ ferries. There was an abundance of traffic and still plenty of steam power, whereas in my home state of Georgia, the pace of railroading was slower and all major lines were dieselized.

Of course, there were many other railroads in



8:45 a.m. Seen from above the tunnels (top), F7s 1810 and 1811 lead a troop extra toward New York on August 23.

9:20 a.m. Engine 4505 and a sister (above), two rare CPA-24-5 Fairbanks-Morse units, traverse the S-curve at Crugers with 55, the westbound *Advance Empire State Express* on August 23.

the New York metro area that I wanted to see. I had always had a sort of "love affair" with the New York Central. I cannot offer a rational reason for this other than perhaps drooling over Lionel's O-gauge model of an NYC Hudson locomotive while growing up. The price for this model was $75, but it might as well have been $1,000 as it was well out of my family's budget. All I could do was admire its sleek, well-balanced appearance until the page in the catalogue became dog-eared. Also, New York Central got a lot of publicity, and many pictures were published of its streamlined *20th Century Limited* and other crack trains.

Now that I was near the Central, I wanted photograph some of its trains. The main line along the east shore of the Hudson River was the obvious target, but I did not know exactly where along that scenic stretch would be best for photography. Certainly not south of Harmon — most trains there were powered by third-rail electrics. Harmon itself was out, too — there would be too much activity with trains changing power, and a railfan photographer probably would not be welcome. So I determined to find a spot north of Harmon.

To make the most of the day, I'd want to take an early train — about 6 a.m. — from Grand Central Terminal. This meant a very early departure from Bayonne, but that was no sacrifice for a railfan. So, before most of New York had awakened on Saturday, July 25, I was heading for my train through a practically deserted Grand Central Terminal.

Things worked out well, as upon arrival at Harmon, it was just a few steps across the platform to a Budd Rail Diesel Car (a Beeliner in NYC parlance)

10:05 a.m. **Beeliner M-455 on Peekskill local 209 nearly blocks No. 51, the *Empire State Express*, at Crugers on August 23. Up on an overhead bridge, I was able to get both in the same shot.**

that handled the run from there north. I explained to the conductor that I was looking for a spot to photograph trains. He was very accommodating and had me ride at the front of the car with the engineer so I would have a better view of the railroad. Then, when I saw a place I felt would be appropriate, I could get off at the next stop.

This didn't take long. As we approached Oscawana, just 3 miles north of Harmon, I thought, "Eureka — this is the place!" Both the engineer and conductor were very friendly (who says all New Yorkers are brusque and rude?) and cautioned me to be careful, as all four tracks would be in use.

Unfortunately just as I was detraining, the inbound *20th Century Limited* passed, so I was unable to photograph it. In reconnoitering the location, I imagined that I would miss other shots because of the possibility of more than one train passing at the same time. I had made a list of schedules, and some trains would be running close together. Determining schedules of the local trains was a challenge with all of the "Does Not Run Saturdays" or "Saturday only" runs, but I was able to overcome it.

It was indeed a wonderful location to photograph trains. Oscawana station was right beside the Hudson River, and just to the north, the tracks passed through a pair of short tunnels. Beyond that, the line entered a long right-hand curve, near the end of which was Crugers station. The line then straightened briefly and curved to the left. All this was easily accessible by foot. The Naval kitchen at Bayonne had packed me a sack lunch the night before, so I was set for the day.

Activity soon began. I kept notes of everything I photographed and the time I took the picture so I could chronicle the day's activity. For motive-power variety, summer 1952 was the perfect time to be on NYC's Hudson Division, with plenty of steam and

10:20 a.m. **Back down on the ground at about the same spot, I caught Niagara 6001 with New York–Syracuse train 95 on August 23.**

10:45 a.m. FA2 1089 heads an Alco FA-FB-FA trio on an eastbound freight past Crugers station on August 23. NYC had the biggest FA-FB fleet, 197 units.

10:50 a.m. Train 154, a local from Albany, approaches Crugers on August 23. Wearing the lightning stripes up front are Alco PA2 4202 and a PB unit.

11:20 a.m. "If it moves, photograph it!" Beeliner RDC1 M-455, hardly as compelling as the Hudsons and Niagaras I'd come for, works as Peekskill–Harmon train 216 at Crugers on July 25.

early diesels in evidence. As the day progressed, I shot trains at various locations on the curves up toward and beyond Crugers, moving to take advantage of changing sun angles.

My first beloved Hudson appeared on train 143, the *Laurentian* [see cover]. The engine was everything I thought it would be! One thing that surprised me was the exhaust. I am not enough of a mechanical engineer to know if the engineer had the cutoff valves set at a certain position, or what else might have produced such a sound, but the exhaust sounded almost like rifle shots and was audible well before the train came into view.

Shortly after the magnificent Hudson passed, an inbound Beeliner came along. I almost didn't bother to shoot it. Then I remembered the old Navy saying: "If it stands still, paint it; if it moves, salute it!" and decided that "if it were moving, photograph it!"

During the middle of the day there was a lull in traffic. Midday summer sun makes for uninteresting train pictures anyway, so I took a break from

4:25 p.m. I took a break from photography during the high-sun midday hours. Here, in nice afternoon light, an E7A-E7B pair sweeps toward Oscawana with train 41, the *Knickerbocker*, on August 23.

4:45 p.m. Again just south of Oscawana, Alco RS3s 8337 and 8338 pass the milepost 35.9 signal gantry on August 23. This is train 146 out of Albany, with a Delaware & Hudson coach among its 12 heavyweight cars.

4:50 p.m. Hudson 5405, the first J-3a, hugs the river with an eastbound mail and express train south of Oscawana on September 6. This train was a surprise on two counts: it was not in the public timetable, and I'd assumed the track it was on was inactive.

5:00 p.m. Aristocratic power for a six-car local to Poughkeepsie, shiny J-3a 4-6-4 No. 5421 approaches Oscawana with train 159 on September 6.

5:00 p.m. Yet another cab-booster set of E7s rounds the curve south of Oscawana with train 40, the *Missourian*, on July 25. NYC had 36 E7As and 14 E7Bs.

5:05 p.m. **Epitomizing NYC's postwar passenger glory, a PA and PB lead train 2-65, the *Pacemaker-Advance Commodore Vanderbilt*, south of Oscawana station on September 6.**

5:40 p.m. **J-1 Hudson 5213, bumped from more important trains by diesels, leaves Oscawana station in its wake as it heads Peekskill–Grand Central local 160 on July 25.**

photography. By 3 p.m. the sun had gotten lower and traffic was picking up, and what better way to get things started in the afternoon than a Niagara on the *Advance Knickerbocker*!

In this photograph at Oscawana station [page 20], a fifth track is visible, which I had more or less considered to be inactive. It enabled a broader angle to use for shooting both inbound and outbound trains, and I felt pretty safe standing alongside that track to get pictures. But later in the afternoon, I was startled when I looked up to see an inbound train using it. There was plenty of time to get out of the way, and luckily get a shot of a long inbound mail train not noted on my schedule, pulled by another Hudson. Afterward I realized that if there were a track there, it probably was there for a reason, and it was smart to be on the lookout for a train using it . . .

Once or twice during the day I quickly stepped across a track to get a shot after making certain there was nothing coming from the opposite direction. Looking back, this makes me nervous today. Despite my concern about one train blocking my view of another, this did not happen — the closest call came when I was waiting for the *Empire State Express* at Crugers and a local Beeliner almost cut off my view of the *Empire*. I took the picture anyway.

July 25 was a great day of rail photography. The parade of trains plus the great variety of power was almost unbelievable. I returned to Oscawana twice more that summer, on August 23 and September 6. The photos with this article are from all three dates, arranged in chronological order as if taken on a single day.

Some years later, in the late 1960s, I lived in Syracuse and was there when the New York Central and Pennsylvania merged to form Penn Central. It was a totally different railroad by then, and I was very glad to have seen and photographed the Water Level Route when it was in its prime. ■

5:40 p.m. Broken number plate notwithstanding, J-3a 5437 makes a stirring sight tearing through Oscawana with train 167, the *Upstate Special*, on August 23.

6:10 p.m. As I made my way back to Oscawana station to catch my train home on August 23, Pacific 4675 came through non-stop with train 195 for Peekskill.

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"Somebody'll die on you, for sure!"

A prediction from a Santa Fe veteran gave a rookie coach attendant on Amtrak's *El Capitan* in 1971 some pause

By Chuck Larrabee

Following my graduation from high school, in summer 1971 I hired on with the Santa Fe Railway as a "second trick" yard clerk, working the afternoon/evening shift in the freight yard in my hometown of Albuquerque, N.Mex. From my earliest years of riding Santa Fe trains from Albuquerque to visit my grandparents in Iowa, Santa Fe had had an allure for me that I couldn't shake.

Working in the yard could be tough and dangerous, but having made all those trips east, I wondered if I could land a job on what had by then become the single passenger train through Albuquerque. Santa Fe was providing contract labor to the brand-new Amtrak on its *Super Chief-El Capitan* on the traditional Chicago–Los Angeles route. (As before Amtrak, the train, still numbered 17-18, was combined, with the Hi-Level "El Cap" coach section forward of the *Super Chief* section with its diner, Turquoise Room dome lounge, and sleeping cars at the rear, all behind "Warbonnet" F7s.) The engine, train, and on-board service crews still were Santa Fe employees working under Santa Fe rules, and as had been the case before Amtrak, chair-car attendants still changed out every few hundred miles.

So the minute I returned home from college in December '71, I called Duane Schnaubert, my supervisor who had hired me for the freight yard job, and told him I was looking for work. By that time, Santa Fe had implemented new technologies for tracking freight cars, and there was less need for clerks.

"Go talk to Parker," Schnaubert said. "I think they're going to need extra help on the passenger trains over the holiday."

Parker was secretary to the trainmaster, and for a reason now lost to me, he was in charge of hiring *El Capitan* chair-car attendants who were based in Albuquerque and ran to La Junta, Colo., and back, a 346-mile, 7-hour trip each way.

I told Parker I had a month off and was interested in working on the passenger trains. "Well, I'm not sure," he said. "We're going to be short-handed, but I'm just not sure." He hemmed and hawed some more, then told me he'd have to check with the trainmaster, Mr. Shafer.

Parker went into the office and closed the door. About 10 minutes later, Parker came out and said, "We're going to hire you, but Mr. Shafer wants to talk to you."

Shafer was a tall man, and somber, a lifelong Santa Fe railroader. He ushered me into his office and shut the door.

"I'm going to hire you," he said, "but you should know that the only white guy we hired as a porter didn't last." I assured him I wanted the job, and that I knew most of the Albuquerque-based attendants from my previous summer.

"Let me know if you have any trouble out there," he said. "I will," I replied, but I knew there wouldn't be any "trouble" . . . and as it turned out, I was correct.

Parker told me I'd have to make three two-day "student trips," unpaid, before I'd be qualified to handle the job myself. I begged him to schedule the trips back-to-back, as I wanted to get started and six days would eat into my earning time over Christmas break. He gave me a uniform chit, issued me some keys, scheduled me for a physical at the local Santa Fe hospital, told me to pick up my uniform the next day, and said he'd schedule me out starting the day after that.

Learning the ropes

The following day I went to Simon's Department Store ("No wait — no delay — every uniform guaranteed a perfect fit!") in downtown Albuquerque, the official outfitter of Santa Fe uniforms.

"I need a chair-car attendant's uniform," I told the clerk.

He twittered. "Really," he said. "Are you sure?"

"Yes," I said, "I start my student runs tomorrow."

"Porters only get two tan porter jackets and a hat," he said, using the common term for the job in that era. "You have to supply black pants, black dress shoes, white shirts, and a tie." As I recall, he had the right size jackets in stock and a hat that then (and to this day) fits me a bit too small (so much for the "perfect fit"). He carefully counted out just enough shiny Santa Fe buttons for one uniform. I gave him the slip of paper from Parker, and that took care of the three jackets, the hat, and the buttons. I went to Sears and bought the rest of the required uniform.

Parker dutifully scheduled me for six straight days of student runs, selecting senior porters on each run who would act as my teachers. The first day was Albuquerque to La Junta, then an overnight in La Junta and back to Albuquerque on the second day. The regular job entailed two days on, then one day off, 365 days a year excluding vacations.

My mother drove me to the Albuquerque station about noon on my first day. She had taught me to launder and iron my own uniforms, pants, and dress shirts. ("I'm not doing that for you after every trip," she said, "and besides, you need to know how to iron.")

Author at work in 1972.

I don't remember which veteran attendant coached me on my first student trip, but the details are etched in my mind. First, checking the rulebook for recent rules changes and initialing the page. Then, synchronizing our watches to the big official Santa Fe office clock (attendants didn't get "Railroad Approved" watches; I had to buy my own, later). Next was starting the timesheet with two pieces of carbon paper. I still have all my timesheets — the first two pages were submitted to the timekeeper, and the third was kept by the employee "to keep a record . . . you don't know when the company might try to screw you," according to one porter.

Santa Fe coach attendants had another piece of paperwork to fill out: the pillowcase form. The railroad issued the porters a sheaf of paper pillowcases that could be easily draped over one arm. As I recall, pillows — which on the Hi-Level coaches were stored on each car — were

With a mix of recently decorated Amtrak cars and unchanged Santa Fe stock, the *Super Chief-El Cap* negotiates the double horseshoe near Blanchard, N.Mex., on August 11, 1972.
Chuck Larabee

Amtrak's westbound *Super Chief-El Capitan*, renumbered from 17 to 3 in November 1971, musters about 15 mph (top) as it climbs Raton Pass near Wootton, Colo., on August 7, 1972. Coach passengers boarding at Albuquerque (right, in April 1969) will get a luggage tag for larger bags left on the lower-level shelves.

Top, Tim Zukas; tag and photo, right, Chuck Larrabee

rented for 75 cents to the traveler "for the duration of your voyage." The porter was responsible for turning in the 75 cents for each rental, inventoried on the pillowcase form, and the railroad would rebate 25 cents as a commission in a subsequent paycheck.

Here's an anecdote on that: Years after I quit the Santa Fe, I got a registered letter from the railroad, sent to my parents' home in Albuquerque. Some auditor in faraway Topeka had discovered that I'd not been paid $18 in pillowcase commissions from 1972! I signed the form and sent it off, and several weeks later a check arrived for the $18!

The senior porters who taught me on my two student runs were proud of their jobs, and I had not a whiff of "trouble." They were friendly, personable, and good with passengers, as you'd expect from a road that came close to not joining Amtrak and provided high-quality service right up to, and beyond, May 1, 1971.

These veterans taught me the basics: For boarding passengers with heavy bags not needed up at their seats, we'd attach a tag ("I traveled the Hi-Level Santa Fe way!") for storage in the lower-level baggage racks. This was done on the platform, as passengers were not allowed to tote these big bags on board with them — that was my responsibility. Once all his passengers were on board, the porter carried the heavy bags onto the train, placing them on the shelves next to the vestibule (the layout is virtually the same as on today's Amtrak Superliners).

Attendants carefully guided the passengers onto and off the train. The porters taught me to very carefully cup my hand under the elbow of detraining passengers, in order to catch them if they slipped. "Be extra careful with the lady passengers," one attendant told me, "they don't like to be touched."

I was taught to keep an eye on the conductor during longer stops. Once he stepped off the train and started to look at his watch, that was the time to start ushering your passengers back on board. "Conductors don't like it if you wait until 'All Aboard' to get your people back on the train," I was told.

Once the train left the station, the attendant went to his car's upper level to make sure his new passengers were settled into their correct seats and to wait for the conductor to collect their tickets. The train still was all-reserved, by seat.

The conductor was, of course, "god" on the train. His word was final. He had the highest seniority, and each one carried himself with a calm, all-knowing demeanor. Santa Fe's conductors demanded and got respect.

Amtrak's *Super Chief-El Cap,* having met a westbound Santa Fe freight, leaves Canyoncito, N.Mex., at the foot of Glorieta Pass, on April 16, 1972. Today, the rails here host no freights.
Steve Patterson

The attendants helped the conductor lift tickets by filling out the "hat checks" that we'd place above each seat to indicate where each passenger was disembarking. White checks indicated the end of the run, Chicago or L.A.; red checks were for passengers getting off within your district; green checks were for people disembarking beyond your district but short of the train's final destination.

For passengers getting off the train along the way, the routine was clear: 20 minutes or so before the stop, the attendant would find his passengers, making sure they were in the car and ready to get off. If they were elsewhere, and this happened a lot, the attendant had to dash off to the diner or lounge car to fetch them.

> "Die on me?" Railroad superstition? My first trip was rattling from the start.

The attendant was also responsible for getting the claim stubs of the bags stored on the lower-level shelves, and placing the bags in the vestibule. They had to be removed from the train before the passengers were allowed to step down or new passengers were allowed to board.

Either before or during longer stops such as Albuquerque, the attendant was to clean up around the seats of the departing passengers, remove the soiled pillowcases, and return the pillows to the storage areas and replace the paper headrests so the seat area would be "nice" for passengers who were boarding.

Attendants were also responsible for sweeping out the cars every couple of hours with a carpet sweeper, and for cleaning the bathrooms.

Both attendants I trained with told Parker I'd done a good job and said I was ready to go on the payroll after only two runs. Parker was desperate for the help, so I signed up on the extra board.

A frenzied start

On my student trips, the only hint of any possible difficulty came close to the end of my second training run, when the attendant I was working with, a man named Ponds, told me, ominously, "On your first paying trip, somebody'll die on you, for sure."

"Die?" I said. "I'm not sure I want anybody to get sick, let alone die on me."

"Nope," he repeated confidently, "your first trip, somebody'll die on you, for sure. It always happens."

I paused. Railroad superstition? It put an edge on what was to be, two days later, my first trip in charge of a coach, all by myself. I hadn't considered somebody "kicking the bucket" during my trips. I knew the trains, the routine, but my first paid trip was rattling from the start.

For some reason, when the eastbound *Super Chief-El Cap* arrived in Albuquerque, most of the passengers on my assigned car seemed to be getting off. "Go-

The last Santa Fe *Super Chief-El Cap* enters New Mexico's short Apache Canyon on Saturday, May 1, 1971. The next day's first Amtrak No. 18, however, will look about the same.
John C. Lucas

About 950 miles and 15 hours away from La Junta, where the author would begin his return leg of coach-attendant work, Amtrak's *Super Chief-El Cap* slows for passengers at Joliet, Ill.
J. David Ingles

ing to a convention, or something . . ." said the inbound attendant as he turned the car over to me.

Having most of the car get off meant that most of the 68 seats would be getting filled here as well. I adroitly tagged the big bags with the Hi-Level baggage tags and handed them to the passengers. After I had gently guided the new arrivals on board, I turned to the huge pile of bags on the platform. Then I heard the conductor yell "All Aboard!"

I scrambled, tossing and throwing the bags into the vestibule. I was scared to death the train would start to move, with me still loading luggage. I piled the bags into the doorway, grabbed the stepbox, and boarded the train.

The conductor came down the platform to my door and looked at the pile I'd made in the vestibule. "Are you done yet?" he said. This was conductor Anderson, who I'd learn was one of the drollest and most respected conductors on the run, always with a toothpick in his mouth.

"Well, then," he said, "I guess we can go." He waved the highball, climbed aboard, shut the door, and we were off.

I was in charge of my own coach, and I was proud. I knew this line, I knew what to do, and I had 60-some people to

take care of. When Conductor Anderson came back through, I helped him pull tickets and put up the hat checks. I pointed out the direction to the lounge car and dining car to my passengers and told them the first call to dinner would be at 5 p.m. I checked the bathrooms every hour or so, making sure they were spotless, and with an ease that I learned to perfect, tapped the bottom of the paper-cup dispenser next to the drinking fountain with two fingers to see if it needed refilling. I was master.

Trouble ahead

Later in the afternoon, I sold pillows, and also noticed that it was beginning to snow. By the time we were beyond Lamy and rolling past the Glorieta station, it was really coming down. As we climbed Glorieta Pass, the snow was getting very heavy and was piling up. Then the train began to slow down. As it turned out, we were following a freight that was having unspecified engine trouble.

Mr. Ponds, who had offered the ominous prediction about my first paying trip, was aboard. He came to my car to see how his greenhorn was doing. We sat in the last two seats on the right-hand side of the car, reserved for attendants.

"It's all under control, Mr. Ponds," I said.

"Good," he said, "at this rate it's going to be a late night. We'll be late . . . and with this much snow, who knows when we'll get into La Junta. Don't expect much sleep if number 17 [the westbound train that would return us to Albuquerque] is on time."

Just then, a blood-curdling yell came from the stairs in the middle of the car.

"Help! Help me!" a woman screamed.

Ponds and I stood up, and the woman, still screaming, ran down the center aisle of the coach at us, waving her arms.

"My God! My God!" she yelled at the top of her voice. "There's a dead woman in the bathroom! Help! *Hellllllp!*"

Ponds told me to wait where I was, that he would check the bathroom. He took off, went down the stairs . . . and was gone a terribly long time.

The other passengers were silent, and I had the wailing woman sit down in our seats. Some passengers came to console her, and I crept to the top of the stairwell. There was no sound from downstairs. We were still slowly traversing Glorieta Pass and it was snowing hard and beginning to get dark outside.

"What's going on?" I heard hushed voices behind me, "What do you think happened?" Then Ponds appeared at the bottom of the stairs. "Go get Anderson," he said, "there is a dead woman in the ladies' bathroom."

By the time the train reached Las Vegas, the storm had become a full-fledged blizzard. The coroner's work was quick, and the ambulance soon left on the empty, snow-covered streets.
Robert Hale

I ran to get the conductor. He was sitting in the small office downstairs in the first coach. He grabbed his radio, and I ran behind him as he hurried back to my coach. He and Ponds disappeared downstairs, into the bathroom.

I could hear the radio crackling.

Anderson came back to the stairs. "Chuck, tell the people we've had a death on the train. Everything will be OK.

> "Everything will be OK. You just need to be up here, with the people."

We'll be taking her off of the train in Las Vegas [New Mexico, our next stop]. You just need to be up here, with the people."

As we crept through the snowstorm, I talked to the passengers in my coach. There was an empty seat, and people nearby remembered who had occupied it. Everyone was quiet. Some people got up and left, to go to the lounge or to another car where the restrooms were still accessible.

One of the brakemen came and went, and a couple of minutes before we arrived in Las Vegas, Anderson came to me and told me to gather the dead woman's belongings. She had a small suitcase in the luggage rack over her seat, and a light sweater. She had taken her purse with her to the bathroom, which was how Ponds and Anderson identified her.

"Older lady," Ponds later told me, "probably going to see her grandkids in Chicago for the holidays." He had found her, sprawled halfway in and halfway out of the small room. "She must've known she was sick," he said. "She got the door open and just flopped out onto the floor."

At Las Vegas, the coroner met the train, but his work was quick and they wrapped her up and put her in an ambulance. In what was now a blizzard, I handed her suitcase and sweater to the ambulance crew.

"You got any passengers getting off here?" Anderson asked me.

I temporarily panicked. "I forgot to check!" I said.

My hands were shaking, in part from the cold and in part from what had happened. I quickly pulled my carefully handwritten manifest out of my pocket and looked it over.

"No, no, no Las Vegases, they're mostly going on to Chicago."

"If you say so," he said, yelling "All Aboard!"

I will always remember handing over the small suitcase and sweater of the elderly woman whose fate I crossed that night to an ambulance crew that had been called out on a bitter cold and snowy night before Christmas, and the train pulling away from the Las Vegas station, the ambulance with its emergency lights flashing, heading through the empty snow-covered streets into town.

And echoing in my mind were Ponds' words to me from three days before: "Your first trip, somebody'll die on you, for sure!" ■

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CB&Q's West Burlington shop

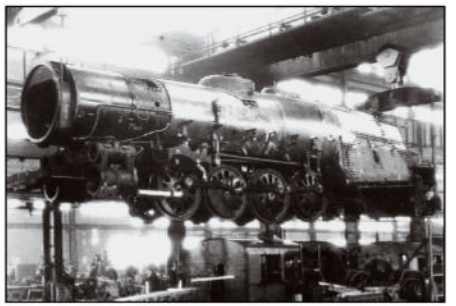
An early 1950s gathering of F units, E units, a motor car, and two 44-tonners

Text by Jerry A. Pinkepank • Photo from CLASSIC TRAINS collection

The Chicago, Burlington & Quincy's shop at West Burlington, Iowa, with its 792-foot-long, 310-foot-wide main building, opened in 1916 as a major "backshop," a facility for the heavy repair and construction of steam locomotives. It was one of the minority of backshops in North America laid out as a "line shop," with three tracks running lengthwise through the erecting hall. An advantage of such shops in the steam era was that the length of locomotives that could be handled was essentially unlimited. The CB&Q's 79-foot-long O-5 Northerns, 28 of which were built here during 1937–40, could be laid out without consideration of the limits transverse bays would have imposed.

Peak employment at West Burlington in steam days was about 1,500. By 2002, employment was 380 and in 2004 BNSF Railway closed the shop, consolidating all backshop work at Topeka, Kans. The practice of acquiring locomotives by maintenance leases has shifted much repair to large running shops such as Lincoln and Alliance, under manufacturer supervision.

The most common backshop layout, a series of tranverse bays, is represented by Canadian National's shop at Winnipeg. William D. Middleton



West Burlington's two heavy-lift cranes (only one of which is visible) carry a 79-foot-long class O-5 Northern. Jerry A. Pinkepank collection

1 Heavy-lift crane rails. Key to the functioning of a backshop are its overhead traveling cranes. Together, they could lift and move an entire locomotive. The main picture was made from the operator's cab of one of two heavy-lift cranes running on the upper crane rails.

2 Lighter-lift crane. There were three of these, running on the lower set of crane rails. Rated at 15 tons each, they were used for moving components. The operator's cab is the cage suspended below the left end of the crane girders in the photo.

3 M&IB&B 44-tonner No. 100. Built by General Electric in August 1941, this was the only locomotive of the 2.67-mile Missouri & Illinois Bridge & Belt Railroad, a CB&Q subsidiary between 1904 and 1966. The M&IB&B's main asset was the Mississippi River bridge between Alton, Ill., and West Alton, Mo.

4 FTA unit. The roof hatch is removed, allowing the engine and main generator to be lifted out for rebuilding. An FTB in similar condition is ahead of it on the same track. Burlington had 32 FTA and 32 FTB Electro-Motive freight diesels, delivered in 1943–44. They were configured as 11 A-B-B-A sets and 10 A-B sets; the latter were expanded into 10 A-B-A sets by adding F2As.

5 Gas-electric car 9731. Built by Electro-Motive and Pullman in 1928, the car has, from back to front, a large space for baggage and express shipments, a 15-foot Railway Post Office apartment, and an engine room/operator's cab. It was scrapped in February 1955, which, in conjunction with the presence of 1950-built F7A No. 163-A (item 6), allows us to date the picture to the early 1950s.

6 F7A No. 163A. Built by EMD in May 1950, it was combined with F3B No. 163B and F3A No. 163C (built October 1948) to form a 4,500 h.p. freight locomotive. CB&Q had just 13 F7As but 110 F3As and Bs. Subsidiaries Colorado & Southern and Fort Worth & Denver had 6 F7As and 6 F7Bs apiece for a total of 24 F7s, all built in August 1950, which generally received their heavy repairs at the FW&D backshop at Childress, Texas (or, in the case of the C&S units, at the New Shop in Denver until it was closed in 1955). It appears that the entire 163 set has come into the shop together.

7 E7A No. 9936-A. This unit and a sister E7A behind her have their two roof hatches removed to allow the removal of their dual V-12 567-series engines. Burlington had 44 E7A passenger diesels (no Bs) built by EMD in 1945, 1947, and 1949. Another 44-tonner can be seen behind the E7As. The CB&Q had five GE 44-tonners built 1940–41; this one appears to be serving as a shop switcher.

8 Access pit. Giving access to the underside of locomotives, pits were somewhat uncommon in backshops. An unidentifiable component is being hosed down over the pit before being taken into the component shop (item 10). The three cylindrical objects nearby are oil filter cases; the cleaning work may be related to them.

9 EMD V-12 engine. This 567 engine is from one of the E7As spotted over the pit. During heavy repairs the engines would be taken to the adjoining component shop and broken down for rebuilding. This engine looks like that process is complete and it is waiting to be reinstalled when other work is complete, such as the rewinding of the main generator to which it will be attached as the E7A is reassembled.

10 Component shop. Located out of view to the right in a large bay equal in size to the one shown here, the component shop also had overhead cranes. In that area, diesel engines were disassembled and the power assemblies rebuilt, electrical rotating equipment (main generators, traction motors) was rewound, air-brake equipment was dismantled and rebuilt to meet the required two-year inspection standard, and auxiliaries such as air compressors and steam generators were rebuilt.

11 Two couplers. These are Tightlock (passenger) couplers, probably from the E7As (item 7). They appear white because they are coated with Magnaflux powder, used to perform an electro-magnetic test for internal flaws.

Tightlock couplers feature male and female parts on the sides that fit together. Jim Scribbins

Catching THE SALES PITCHERS

Encounters with demonstrators through the 1960s whetted our diesel interest

By J. David Ingles • Photos from the author's collection

XP24 **In Ektachrome slides processed in June 1960, before my photo notebooks existed, GE's 1959 pre-U25B test-bed pair rolls Norfolk & Western coal north at Glen Jean, Ohio. Since a black-and-white "News Photo" of mine was published in the September 1960 issue of TRAINS, this sequence of slides likely was taken by my late father, John S. Ingles. The Virginian Railway is only about 6 months gone . . . and watch out for that coal dust! N&W would inherit U25Bs from the Wabash in the 1964 merger but didn't buy any new. These prototype units ultimately were scrapped at GE's Erie (Pa.) plant.**

Four photos, John S. Ingles

On the pictured gray spring 1960 afternoon when Dad and I stopped by the tower at Glen Jean, Ohio, the Norfolk & Western operator told us "something special is coming." Dad was Chief Mechanical Engineer for Detroit, Toledo & Ironton, the Motor City-based line whose car shops were in Jackson, a county seat nestled in the southern Ohio hills 313 rail miles from the general offices in Dearborn, Mich. We were Jackson-bound on one of a half dozen or so trips I made as a teen with Dad when he had to make a short business visit and I was not in school or tied to a job.

Glen Jean was where DT&I crossed N&W's double-track main line between Portsmouth and Columbus, Ohio. Interlocking towers were plentiful then, of course, and the ops usually were friendly, more so if an inquiring railfan was also a railroader. This was before the Nickel Plate-Wabash merger of 1964, so N&W, which came no closer to our home than Columbus, was a "different" road for us to photograph.

I had just missed N&W steam action around Portsmouth, but the approaching "something special" turned out to be the pictured pair of groundbreaking diesels. Nos. 751 and 752 were "XP24s," General Electric's first toes in the waters of what became the "second generation" of "high-horsepower" diesels that, within a decade, would force Alco from the market and, by the mid-1980s, see GE dethrone GM's Electro-Motive Division as the top diesel seller.

All we knew at Glen Jean that day was that these units were not the usual black N&W GP9s. As I gained motor-vehicle mobility as a late teen, everyday steam was all but gone and I seemed to have bad luck with weather on steam excursions, no matter the locale, railroad, or time of year. So it was an encounter such as Glen Jean, and then meeting like-minded young fans curious about diesels including Jerry Pinkepank and Louis Marre, that drove us deep into diesel interest, photography, and research. Jerry would launch a newsletter from his home at 2200 South Rundle Street in Lansing, Mich., first circulated among a couple of dozen friends around the land — *Extra 2200 South*.

Serendipitous encounters like Glen Jean would be repeated several times for me through the 1960s, a decade during which the three big builders would send out lots of units to show off their stuff on numerous railroads. Many of those encounters are pictured on the following pages.

Demo details in the photo captions come from the definitive work on the subject, *Diesel Demonstrators*, a 250-page hardcover published in 2007 by the late John Scala's Weekend Chief Publishing Co., authored by Karl Erk and edited by J. C. Smith Jr. The touring units pictured represent a tiny minority of what most of us label "demonstrators." As publisher Scala says in his foreword, in referring to the book's 11-page unit-by-unit roster: ". . . there were hundreds of pure demos, and when experimentals, test beds, prototypes, and loaners are added, our total topped out at over 500 locomotives!" (GE's 751 and 752 were really prototype or test units, more than demonstrators.) The units in the book's roster, from over a dozen builders, span a whopping 78 years, from 1923 through 2000.

Join us, then, for the surprise appearances of colorful sales agents that captivated some of us as young men in the same manner that the last active everyday steam locomotives did for our elders, and future fading fleets of Alcos, F units, and the like would also do for us and our successors in this fascinating hobby of locomotive studies and photography.

GP20 On a December 1960 Saturday, while making the rounds of St. Louis area engine terminals with my father and friend Dick Wallin, we chanced upon EMD's four GP20 demos at Gulf, Mobile & Ohio's Venice, Ill., roundhouse. Cautious GM&O passed on the GP20, but did buy GP30s. SP added this quartet to its fleet as 7234–7237. The GP20, plus the SD24, introduced turbocharging to EMD road units to help begin dieseldom's "second generation." Eight Class 1s bought 260 factory-built '20s (UP had some that were rebuilt from GP9s), all but 46 (GN's, WP's) with low noses and all but 15 (NYC's) with dynamic brakes. Other buyers: Santa Fe, CB&Q, Cotton Belt, and UP.

Two photos, J. David Ingles

GP30 Tipped off by friends at GM's Fisher Body Division, friends and I drove up to GM's Technical Center in Warren, Mich., and photographed the first GP30 (whose builder plate read June 1961) behind the fence on October 17, 1961. As a DT&I official, Dad was invited to the next afternoon's "public roll-out," where he shot several Kodachromes. The unit "debuted" backing up, and these photos reveal that overnight, GM had turned it around! Numbered first for the year, it became EMD 5629 and ultimately UP 875. EMD would sell 908 GP30s.

Left, J. David Ingles; above, John S. Ingles

U25B Following prototypes 751 and 752, GE in 1961 fielded a foursome of the now-acknowledged new U25B model, Nos. 753–756, two of which reposed at the Burlington's Denver roundhouse that August (above left). All with high noses, they became Frisco 804–807. Next, in 1962, were 2501–2504, the first one introducing the low nose, which several of us caught in Dearborn, Mich., at Chesapeake & Ohio's Rougemere Yard engine terminal on June 5 (middle), and two days later (top right) leaving Oak Yard on a westbound freight with the road's dynamometer car. These four became Union Pacific 633–636 (not in order), and later would be scattered through resales. CB&Q, C&O, Frisco, and UP were among the 15 Class 1s that bought the 478 total U25Bs before GE upped the horsepower to the U28B in 1966.

Top left, K.C. Crist; middle and right, J. David Ingles

"F38" The quote marks are ours, but the Erk/Smith/Scala book has that label in its roster for this F9-appearing test unit EMD converted from a traded-in Chicago & North Western F3. Outfitted with a 645 engine and AR20 alternator and given number 462, the unit debuted In May 1960 and made a lot of test trips, many on the Burlington Route, at whose Cicero, Ill., roundhouse I found it on February 3, 1962 (above). As usual, it was in the company of EMD's B-unit-like instrumented test car ET-909. The tests would lead to SD40X and GP40X experimental units. By May 30, 1968 (left), when I found them at IC's Markham Yard roundhouse (now the Woodcrest Shop site), they had donned GM's new corporate blue and were mated with a former passenger-car test car and an SD45 prototype.

Two photos, J. David Ingles

C415 With a unique design for such a "large" U.S. center-cab (vs. the 44-tonners and kin of old), Alco's Century 415 switcher, offered in three cab heights, was probably too late to the game for much success, although during 1966–68 it did sell 26 units to six buyers including Class 1s Rock Island (Nos. 415–424), Southern Pacific, and Spokane, Portland & Seattle. Tom Smart caught it switching for good Alco customer L&N in Louisville's Strawberry Yard in late 1966, and I tracked it down in N&W's former Wabash yard in North Kansas City, Mo., on March 24, 1967. The demo, which like 12 others had a medium-height cab, went to Hamersley Iron in Australia, where it is reported preserved.

Left, Tom Smart; right, J. David Ingles

GP35/DD35 EMD in 1963 fielded a unique "A-B-B-A" demo quartet of two GP35s bracketing two DD35s, and I caught them on Wabash's hotshot DK3 (Decatur–Kansas City) passing the tower in my college town of Jacksonville, Ill., on March 16, 1964. All wound up on UP, the GPs going from Nos. 5652/5654 to 762–763 and the cabless D-Ds from 5653/5655 to 72B–73B. Picking up from the GP30, the GP35 sold well above 1,300 units, but only UP and SP went for DD35s during their brief "double-engine" craze.

Two photos, J. David Ingles

C628 I never did photograph Alco's 1964 "golden quartet" of Century 628 demos, though I did see them, at night, when they were on the Wabash, at whose North Kansas City roundhouse friend Lou Marre shot them that August. Numbered 628-1 through 628-4, they went to another good Alco customer, SP, as 4870–4873. Wabash bought 7 C424s built for Mexico (which defaulted), and had 8 C425s on order when the N&W merger occurred in October '64, but did not buy any C-C units from Alco, which sold 181 C628s including 46 to Mexico.

Louis A. Marre

U30B Built as 3,000 h.p. units in 1966, GE's test foursome of 301–304 toured with minimal identification, as on New York Central hotshot NY-4 at the mainline fuel stop along West Detroit yard that July (left). A year later they were upgraded to U33Bs, then to U36Bs that October before eventually being re-rated to 3,000 h.p. and sold off. No. 302 (above) shows the larger U33B radiator section and a yellow nose at CB&Q's Denver shop in October 1969. No. 301, at least, had prototype FB2 trucks, and went to C&O as 8224; sister 302 became C&O 8223. Nos. 303 and 304 were retrucked with EMD Blombergs to go to Western Pacific as 770 and 771. GE's U30B (296 units to 11 roads, N&W's 110 the largest fleet) and U33B (137 units to NYC, SP, RI, and SCL) were offered concurrently during 1966–75.

Left, H. G. "Hank" Goerke; above, Hol Wagner

SD45 Three demonstrators built in 1966, Nos. 4352–4354, were on hand at N&W's Oakwood engine terminal in suburban Detroit on April 8, 1967, so after shooting them there, I went out to Romulus, where the ex-Wabash main crossed C&O's Plymouth (Mich.)–Toledo (Ohio) main line, for this action sequence. These units would go to otherwise non-EMD Delaware & Hudson, then to Erie Lackawanna. They followed demo No. 4351, built in 1965, which became Illinois Central 7000, IC's only SD45. These should not be confused with 4,200 h.p. SD45Xs 4201–4203 and 5740, plus SP 9500–9502, all built in 1968. "Straight" SD45 sales for EMD during 1965–1971 totaled 1,260 units.

Two photos, J. David Ingles

C430 I was working in central Illinois on May 8, 1967, when Alco's three Century 430 demos, 430-1 through 430-3, built in 1966, came through my hometown of Dearborn, Mich., on New York Central's main line, but friend Harry Juday shot them leaving near the Town Line cabin at the western end of West Detroit yard. This trio went to Seaboard Coast Line, then Louisville & Nashville, but only 13 others were sold in what would be Alco's twilight years of U.S. production: 10 to the NYC, 2 to Reading, and 1 to Green Bay & Western.

Harry L. Juday

C636 It was pure serendipity on June 11, 1969, when I encountered two of Alco's three Century 636 demos, led by 636-2, heading southeast on Penn Central's former Pennsylvania Railroad "Panhandle" line in Dolton, Ill. A final, futile effort by Alco, the trio was built in 1967–68, but only 31 U.S. roads bought the model: 15 to PC (ordered by PRR), 10 to SP&S, and 6 to IC. The three demos went to Morrison-Knudsen and later to Canada's Quebec Cartier. There were also 29 built in Australia for mining roads, and production continued in Canada as the M636.

J. David Ingles

VERMONT SNOW

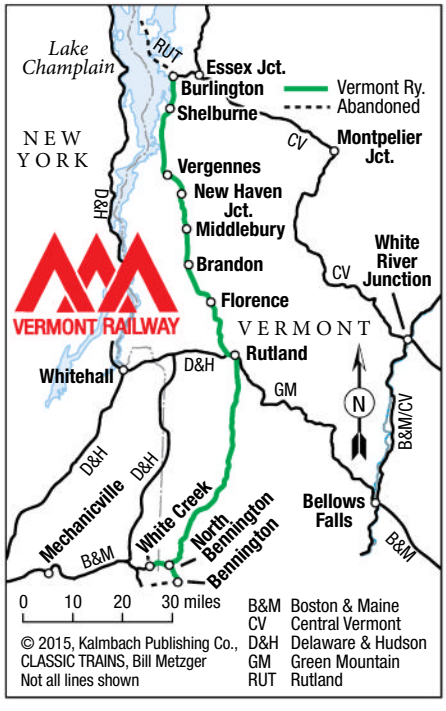
A heavy Friday evening storm made for a brighter Saturday

Vermont's Otter Creek Valley makes for a spectacular backdrop on a sunny March 1964 Saturday as the new Vermont Railway's Burlington–Rutland freight, delayed by a storm, moseys south pushing a snowplow (seen close up near Middlebury, left).

PLOW WEEKEND

By Roger Cook • Photos by the author

Shielded from the blowing snow by my tall VTR employee friend Charlie Bischoff, I did what I could to photograph the Rutland-bound freight as it struggled out of the Burlington yard Friday evening. As things turned out, it wouldn't get far, and next day, I chased it south in sunlight!



My spirits were as bright as the sunrise on a March 1964 Friday as I drove north from New Jersey toward Burlington, Vt. I planned to visit with two friends, Charlie Bischoff and Bob Baumuller, who recently had moved there from New Jersey to work for the fledgling Vermont Railway. Naturally I also planned to photograph VTR operations.

This was the brand-new Vermont Railway, which debuted on January 6, 1964, on 130 miles of the defunct Rutland Railway (shut down by a strike in September 1961 — see Fall 2014 Classic Trains), tracks now owned by the state of Vermont. Included was the old Rutland main line from Burlington south to White Creek, just inside New York state, for a Boston & Maine interchange, plus the branch from North Bennington into Bennington proper.

The regular freight for Rutland would be leaving Burlington about 5 p.m. that Friday, I knew, and would be powered by one of the three former Rutland Alco RS1 road-switchers — Nos. 401, 402, and 403 — that VTR had been leasing since start-up.

The sun was still shining around noon when I pulled into the Burlington yard, right on the shore of Lake Champlain, but the local radio station's weatherman was warning of heavy snow beginning in late afternoon. Perhaps the Rutland freight would be leaving with a snowplow, I thought, as I spotted a wooden ex-Rutland Russell wedge plow, No. 101, on a track near the roundhouse.

General Electric 44-ton center-cab diesel No. 1 — built in 1946 for the Middletown & Unionville Railroad, which became the Middletown & New Jersey — freshly painted in VTR's red, was sorting cars in the yard. (VTR President Jay Wulfson had come north from the M&NJ.) Charlie shouted a booming

Trying again on Saturday morning, the train for Rutland attacks the cut (left) near Queen City Park just south of Burlington where it had stalled the night before. Soon it would cross the deck bridge at Shelburne (right) and I would switch to color film for the rest of the chase.

"Hello!" from the roundhouse door; Bob was inside working on No. 403, and No. 402 was in an adjacent stall, fueled and ready for its assignment on the evening freight for Rutland. Both Alcos still wore the Rutland green-and-yellow livery but had been relettered "VTR." No 401, I learned, was down in Rutland.

Outside, Charlie showed me two former Rutland 40-foot Pullman-Standard PS-1 boxcars, both sporting Vermont Railway's bold white logo of overlapping, inverted triple Vs that suggested both Vermont and the Green Mountains. One of the cars was green, the other bright red. Charlie explained they'd been painted by different paint manufacturers at their expense and that the two colors and finishes were being evaluated before the other ex-Rutland green-and-yellow boxcars that VTR was leasing received their new liveries.

As we watched the 44-tonner dart around to make up the Rutland freight, increasingly heavy clouds swirled east across Lake Champlain. By 5 p.m. when the Rutland-bound train departed, wet snow had blanketed everything in sight. As the train left, Charlie and I huddled together; at 6-foot-5, he towered over me and remained upwind so as to shield my camera's lens from the blowing snow. We waved to engineer Ted Weber and brakeman Eddie Eisler in 402's cab, and to conductor Paul Mangan aboard the venerable ex-Rutland caboose, now VTR No. 2, as the train struggled south.

Charlie and I then trudged uptown for dinner, chuckling about Weber's hauling a heavy suitcase full of Alco operating manuals with him aboard the 402. Before hiring out on Vermont Railway, Ted had been a schoolteacher, and he wanted to be prepared for any locomotive emergency. No. 402 was radio-equipped — as it had been on the Rutland when it was the regularly assigned Burlington switcher — but Ted didn't want to be stranded in the middle of nowhere, out of radio range and with no resources, once he'd left town.

Brakeman Eddie Eisler "flags" Route 7 at New Haven Junction on Saturday's southward trek.

Brought north from New Jersey by railway owner Jay Wulfson, No. 1 sported VTR red.
R. R. Wallin

An Otter Creek valley cut made for my second overhead view of the whole train in what could be a great "New England Christmas card scene."

Saturday dawned clear and bitterly cold, and with more than a foot of fresh snow on the ground. When I returned to the yard, what appeared to be Friday night's Rutland-bound train was still facing south, and the 44-tonner was on an adjacent track coupled to the Russell plow. Several railroaders clustered around a partially extended plow wing, where Superintendent Karl Chapman was tutoring them in snowplow operations. Heavy snowdrifts in a cut just south of town near Queen City Park, I learned, had stopped last night's train. Unable to punch through without a plow, it had backed into the yard before wind-driven snow could block its retreat.

Soon the plow, with Chapman and Bischoff in the cupola, was coupled ahead of the 402. Karl would be the wingman, manning the controls, with Charlie on board to be trained in that skill. Pushing the plow, the 402 left town about 10 a.m. trailing nine cars and the caboose. Gleefully I chased the train south in perfect sunlight past Queen City Park and Shelburne to Vergennes, where it paused to pick up two empty boxcars, and then on to New Haven Junction, where the Alco stopped just north of Route 7 so brakeman Eisler could flag the crossing. There was more switching to be done at Middlebury and

Brandon, and by the time the train reached Florence and eased to a stop with the plow's wing opposite my car, the sun was low in the west. Snow was piled high on the sharp wedge blade, and thick ice encrusted each side of the plow.

"Want to ride with us to Rutland?" Charlie called from the cupola. Of course I did. Since my car was already parked clear of the road, I paused only long enough to lock the doors before climbing aboard. Inside the plow's carbody, fine white snow coated the air reservoirs and pistons that operated the wings. Whatever heat radiated from a coal stove apparently had no effect. Up in the cupola, the only view forward was through the two crescent-shaped gaps in the snow made by the wipers. Karl and Charlie looked cold; their faces were red from peering out open side windows, and their hats and jackets were damp with condensation dripping from the wooden ceiling.

I'd never been aboard a plow before and was surprised by how cold and cramped its cab was. I soon realized that our wooden plow was heavily ballasted, for instead of the familiar clickety-clack of wheels passing over staggered rail joints, there was only a *bam-bam* cadence as we proceeded south. The plow shuddered and groaned periodically as we nosed into drifts, and each time Karl or Charlie would twist the air valves that controlled the side wings, sounds of hissing air, grinding hinges, and sliding pistons filled the cupola. Fine snow sifted through every window frame, and the combined body heat of three men did nothing to warm our chilly perch.

It was dark when we reached Rutland. After we set off the plow, I joined Ted in the RS1's cab. Charlie, Paul, and Eddie were on the ground and atop the cars, directing switching moves. As we set out cars for local delivery, Monday morning's Bennington freight, and Delaware & Hudson interchange in Rutland, all I could see through the locomotive's windows were circles and arcs of the crew's hand-lantern signals. Although Paul and Eddie both carried hand radio sets, 402's radio had failed, so I heard only static on the cab speaker.

After we'd distributed the inbound cars, picked up the plow, and coupled to the Burlington-bound cars set up on an adjacent track, the train crew marked off duty for dinner and four hours' rest in the caboose. Charlie and I relaxed in 402's cab after eating, reflecting on the day's snowplow operation. By early the next morning we'd be back in Florence, where Ted would pause long enough for Charlie and me to drop off the engine and get my car started.

Once that was done and we were on the road, Ted tooted twice on the RS1's horn as his train headed north under a cloud of oily black exhaust. ■

The 12-car train nears Middlebury after plowing through the grade crossing shown on page 46.

We all took a break at Middlebury (above), where engineer Ted Weber (right) struck the classic hogger's pose in his trusty RS1. Ted did not want to be stranded somewhere in remote rural Vermont with a balky locomotive and so had taken with him a heavy suitcase full of Alco operating manuals.

Sometime during the 4-8-2's 25-year reign as N&W's biggest passenger power, K2a No. 126 wheels a train through the snow at Salem, Va.
W. E. Thayer

BEFORE THE J

About the N&W 4-8-2s best known as 'J Juniors'

By C. K. Marsh Jr.

Like the Biblical Lazarus, Norfolk & Western class J No. 611 has had its second reincarnation, much to the delight of a new generation plus others who witnessed its 1982–94 excursion years. A few folks even saw No. 611 and her 13 sisters in regular service. The Js were the pride of N&W's self-proclaimed "Precision Transportation" system, but before they came along another engine was the railroad's top passenger power.

This started in 1916, when the rapid addition of all-steel passenger cars to replace steel-underframed, wooden equipment began to tax the fleet of Pacifics and Ten-Wheelers handling mail, express, and passengers across the N&W.

To handle the increasingly heavy consists, the mechanical department devised a heavy 4-8-2 design. N&W proceeded to build 16 class K1 locomotives, Nos. 100–115. They rode on 70-inch driving wheels, weighed 347,000 pounds and developed a healthy 62,920 pounds tractive effort, quite sufficient to conquer the grades west of Crewe, Va.,

and east of Williamson, W.Va.

These stout passenger haulers claimed use on two other primary routes. The six daily trains that came and went on the Southern Railway between Washington and Chattanooga, Tenn., took a shortcut across Virginia between Monroe (Lynchburg) and Bristol via N&W. Although shorter by almost 200 miles than the Southern main line via Charlotte and Atlanta, the route snaked through valleys and passed over three major summits that challenged early 20th century locomotives. Contemporaneous with the K1's development, the Southern obtained Mountain-type engines to handle these trains in Tennessee and beyond.

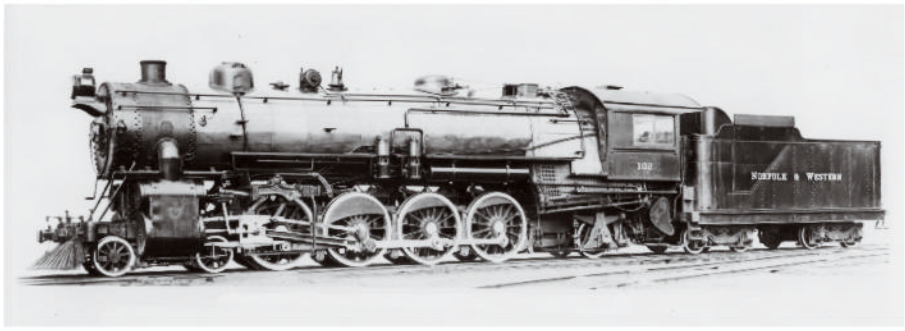
Finally, passenger service on the north-south N&W secondary line between Winston-Salem, N.C. and Hagerstown, Md., via Roanoke, somewhat similar to the Bristol–Lynchburg alignment, also cried out for heavier power.

Two years after the K1 class entered service, during the government control period of World War I, the United States Railroad Administration allocated 10 standard-design Brooks-built heavy Mountains to N&W, on which they were class K2 Nos. 116–125. Close in size to the 16 originals, they rode on 69-inch drivers but otherwise matched the capabilities of the Roanoke design.

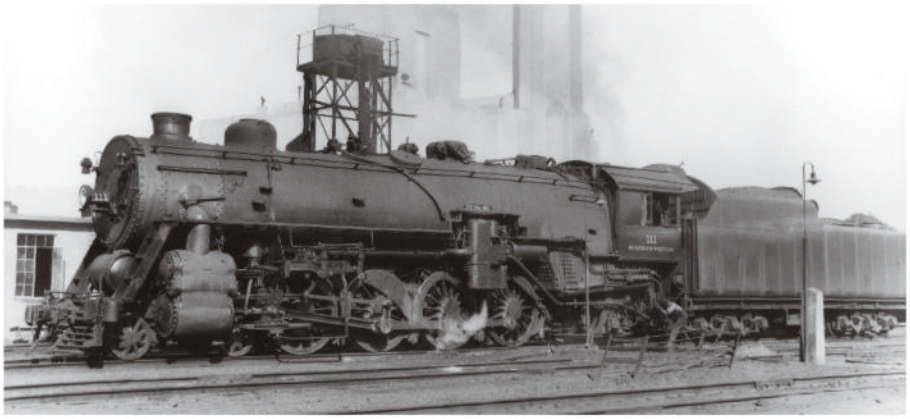
Finally, in 1923 N&W acquired a dozen duplicates of the K2 from Baldwin. Nos. 126–137 were classed as K2a, making a total of 38 K-class passenger locomotives that operated across the mountains via Roanoke. They powered most of N&W's heavy mainline passenger trains from post-World War I to the eve of World War II, when the first five class J 4-8-4s rolled out of Roanoke Shops.

(N&W's last 4-8-2 was a low-drivered freight engine, the K3. Roanoke built 10, Nos. 200–209, in 1926. One of the road's few steam missteps, the K3 was unsuccessful, and all 10 were sold to other railroads during World War II.)

To illustrate just how dedicated K-class engines were to passenger service, the December 12, 1935, employee timetable for the Radford Division — the heart of N&W operations — made only a footnote mention of them in its tonnage tables for freight locomotives: "When class K engines are used in freight service they should be given the same rating as class M2 engines, unless otherwise shown." Lumping the Ks with 1910-built M2 4-8-0 freight power was akin to equating a mule with a racehorse, although their lugging ability was similar. Fifty-six-inch drivers versus 70-inch drivers would make a long point-to-point day for an M versus a K with any kind of consist.



Norfolk & Western's first 4-8-2s were 16 class K1 engines built at the road's Roanoke Shops in 1916. In deference to Pacific-length turntables, they had short 9,000-gallon tenders.
CLASSIC TRAINS collection



Engine 111, at Cincinnati in July 1936, exhibits improvements to the K1 class over its first 20 years, including a feedwater heater on the left-side running board and a much larger tender.
C. K. Marsh Jr. collection

Pushed out of regular passenger service by the powerful and stylish J-class 4-8-4s, K1 No. 106 rests between assignments at Williamson, W.Va., sometime in the late 1940s or 1950s.
C. K. Marsh Jr. collection

As passenger service dwindled between 1920 and 1940, the operating territory of the Ks expanded from the core of the system — the mountains and the Shenandoah Line — to reach the end points at Norfolk, Cincinnati, and Columbus. Thus until fall 1941 N&W passengers could be assured that the regular power up front on mainline trains such as the *Cavalier*, the *Pocahontas,* and Nos. 23 and 24 would be a stout K-class Mountain. Likewise, the Lynchburg–Bristol "Scenic Route" runs of Southern Railway's *Memphis Special*, *Birmingham Special*, and the *New York, Chattanooga*

After the K1 came 10 similar 4-8-2s of class K2 in 1919, which were duplicated to the tune of 12 class K2a engines in 1923. This is K2a No. 137, the last-built of the class.
Classic Trains collection

Here's K2a No. 137 again, posing grandly at the head of Southern's new streamlined *Tennessean* at Roanoke in 1941. Soon the new class J 4-8-4s will take over this assignment.
Wayne Kendrick

In 1945, N&W applied J-style streamlining to the K2/K2a fleet. Doubleheaded K1 No. 114 and K2a No. 128 provide a before-and-after comparison at Shenandoah, Va., in October 1956.
C. K. Marsh Jr. collection

& New Orleans Express — renamed the *Pelican* after World War II — were entrusted to the capable Ks, with one noteworthy exception.

Starting in the second half of the Great Depression and lasting well into World War II, mail, express and Pullman heavy trains 41 southbound and 42 northbound routinely drew one of the 10 new A-class 2-6-6-4 simple articulateds to avoid doubleheading. Delivery in 1943 of the second order of Roanoke-built J-class locomotives (unstreamlined and temporarily classed J1) released an A-class for fast freight service by assigning a J to the Bristol–Lynchburg route.

In fall 1941 the Southern put new streamlined equipment in service on the route of the *Memphis Special*. Trains 25 and 26 were rebranded as the *Tennessean,* with new Electro-Motive E6 diesel power between Bristol and Memphis. Trains 45 and 46, the new designations, commanded improved power for their entire Washington–Lynchburg–Bristol–Memphis route. Thus came the first assignments for the newly designed class J engines, built in fall 1941. The Southern also came up with its only streamlined steam locomotive, a Ps-4 Pacific, to handle the Washington–Monroe leg of the new train. The *Tennessean* forced one or more Ks out of the passenger pool and started the general downgrading of steam power normally caused by new and greater-capacity equipment. The modern, roller-bearing-equipped class Js daily made the 676-mile run from Norfolk to Cincinnati without change, replacing two or more Ks and eliminating the need for doubleheading.

Eventually the class J fleet, which topped out at 14 with the construction of Nos. 611–613 in 1950, took charge of all the postwar streamliners and through passenger runs. The 16 K1 4-8-2s were moved to local freight service, bumping an even greater number of 4-8-0s and 2-6-6-2s into the scrap yard.

The 22 members of the K2 and K2a classes continued to handle secondary passenger trains all over the system, but particularly on the Winston-Salem to Shenandoah line, which hosted double daily through passenger runs. In fact, N&W proceeded to streamline the entire group in 1945, providing a consistent Tuscan red and black paint scheme on a look-alike bullet-nosed design that had been designed for the J. From a distance it was difficult to tell the two classes apart, and the streamlined Ks became known as "J Juniors."

The streamlined Ks were dead ringers for the Js from some angles, as shown by K2 No. 123 (left) and J No. 601 at Roanoke. The J's larger diameter boiler resulted in a slightly shallower skyline casing at the front.
Jim McClellan

"J Junior" No. 135 crosses N&W's Shenandoah Valley line as it enters Roanoke station with a westbound train in 1955. The streamlined Ks had riveted tenders vs. welded for the Js.
Jim McClellan

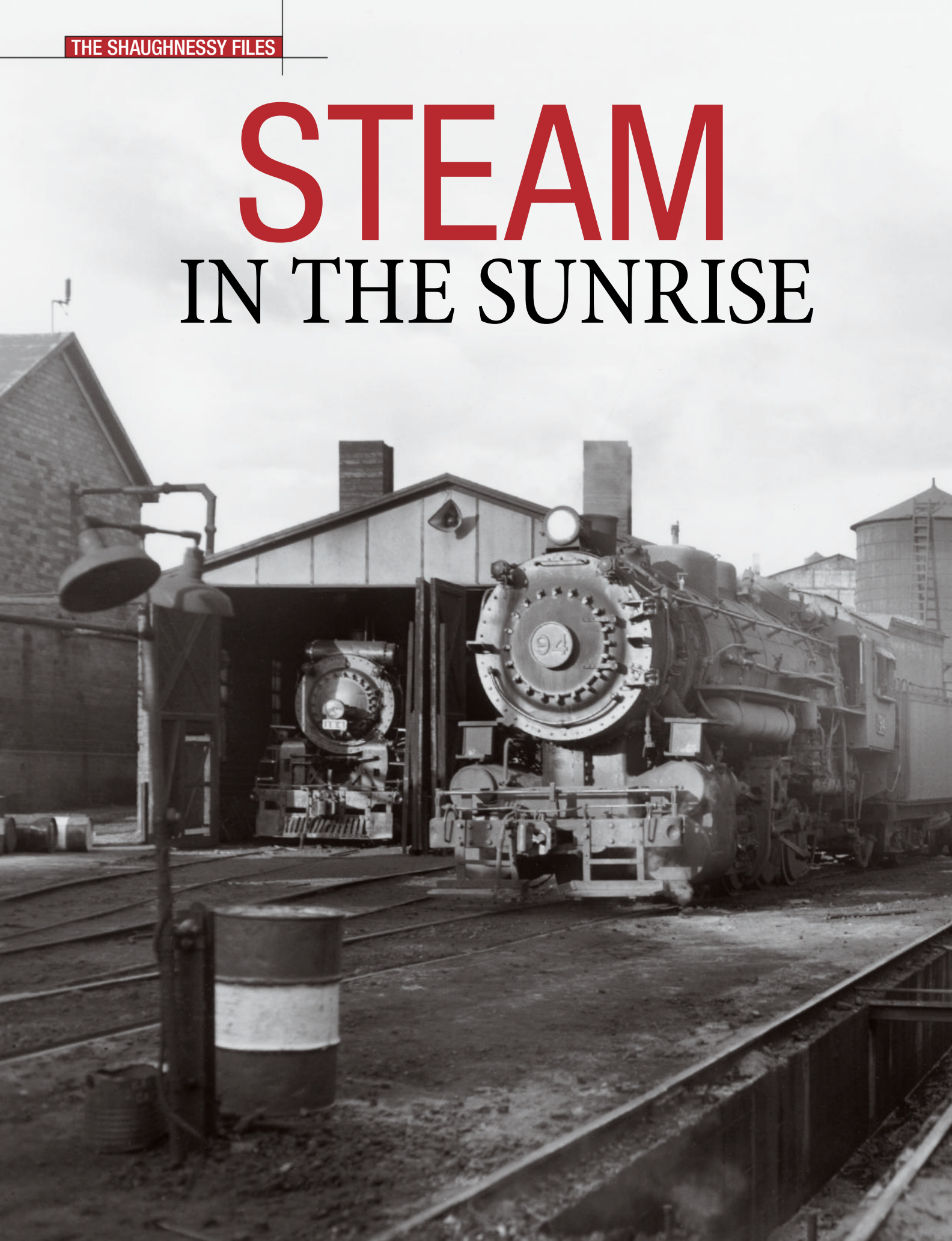
K1 locomotives 104 and 105 eventually became the assigned power for the six-day-a-week local freights between Bristol and Pulaski on the Radford Division. Each made the daily 106-mile trip one way, laying over nightly and all day Sunday at opposite end points. No. 104 gained fame in 1957 by being featured in night views from the camera of the notable O. Winston Link. Other displaced Mountains operated in freight service out of Bluefield, Crewe, Shenandoah, and Portsmouth. An interesting aspect of the K1 appearance after the mid-1940s was the unusual sand dome design. It seems to have been a prelude to streamlining even the K1s, since it conformed to the sleek lines of its sisters.

The 38-member K class survived intact until 1957, when N&W dieselization began with a vengeance. Train-off petitions and internal combustion combined to rapidly reduce K-class assignments. An unlucky 13 were written off the roster in 1957, followed by 18 more the following year. By 1959, the entire group was a memory. They served well for as much as 42 years in all classes of service except switching.

By comparison, their steam replacements, the 14 storied class J locomotives, worked a brief 9 to 18 years. Some of them also experienced the ignominious destiny of local freight service in their waning months of operation.

As historians look back at N&W steam power — the high-performance 2-6-6-4s, the powerful and beautiful 4-8-4s, the remarkable evolution of the USRA 2-8-8-2 Mallet, and so much more — the letters A, J, and Y capture the most attention. However, the Ks filled important roles on the steam-powered route of Precision Transportation for much longer than their stylish, younger sisters.

STEAM
IN THE SUNRISE



Nova Scotia's coal-hauling Sydney & Louisburg — the easternmost standard-gauge railroad in North America — was one of the continent's final diesel conquests

By Jim Shaughnessy • Photos by the author

When you think of coal-mining during railroading's golden years, you might look to Appalachia or Pennsylvania, not eastern Canada. However, coal has been mined in part of Nova Scotia for almost 300 years.

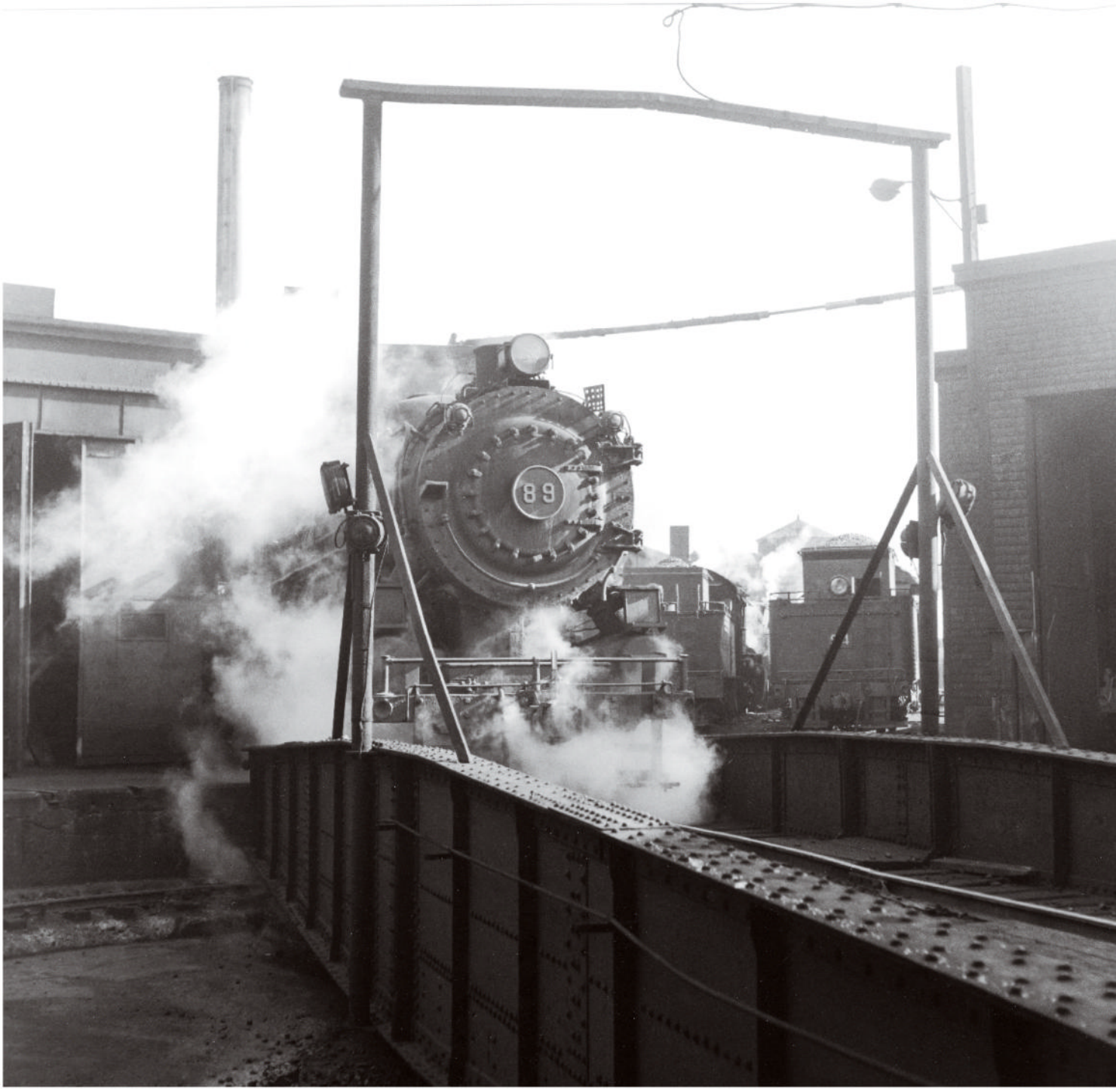
Mining activity on Nova Scotia's Cape Breton Island in far eastern Canada began at Port Morien in 1720, when the area was under French control. The coal seams there were exposed in the sheer cliffs along the coastline, and the product was easily loaded directly into boats for shipping, much of it going to nearby Fortress Louisbourg. Other mining operations soon began at various locations on the east end of the island. In some of the deep mines that evolved there, the working face extended miles out beneath the Atlantic Ocean.

Once extracted, the coal from each mine was transported to the nearest bay or inlet for onward shipping. This short move was usually drawn by horses over a crude corduroy wagon road. In order to expand mining operations farther inland, a better system had to be developed to move the coal. Another problem was that the small inlets or bays would freeze solid with ice in the winter, making coal shipments impossible for four months or more. The answer to this problem, of course, was railways.

As time progressed, more than 70 mines opened in the area, and even a steel-making industry emerged using ore from Newfoundland and coke made from local coal. Each mine had its own rail system, but those isolated lines were not connected to a regional network. The need to link all the individual railroads in the Sydney area to the all-weather port of Louisbourg was recognized in the early 1870s. A complicated alliance of businesses succeeded in building a poorly constructed narrow-gauge line to Louisbourg in 1873. However, the railroad failed to meet the needs of coal companies, saw little use, and was mostly destroyed by a forest fire in 1883.

Yet the need for a railway still existed. A Boston financier established the Do-

Sydney & Louisburg's Glace Bay engine terminal was typical of many such facilities in the United States and Canada during steam era, but by September 1960 it was practically unique in North America.



S&L engine 89 eases onto the Glace Bay turntable amid clouds of steam. The Lima 0-8-0 was built for Pittsburgh & Lake Erie in 1937.

minion Coal Co., later Dominion Coal & Steel Co., which consolidated ownership of the numerous mine and railroad companies and built a new standard-gauge line from a connection with the Intercolonial Railway at Sydney to Louisbourg in 1895 (Intercolonial later became part of Canadian National). This was the Sydney & Louisburg Railway, considered one of the most modern lines in Canada at the time of its completion. (Note the absence of the second "o" in the second part of S&L's name.) A line along the south shore of Cape Breton Island, west from Louisbourg to the Strait of Cansco and on to the Nova Scotia mainland, was chartered but never built.

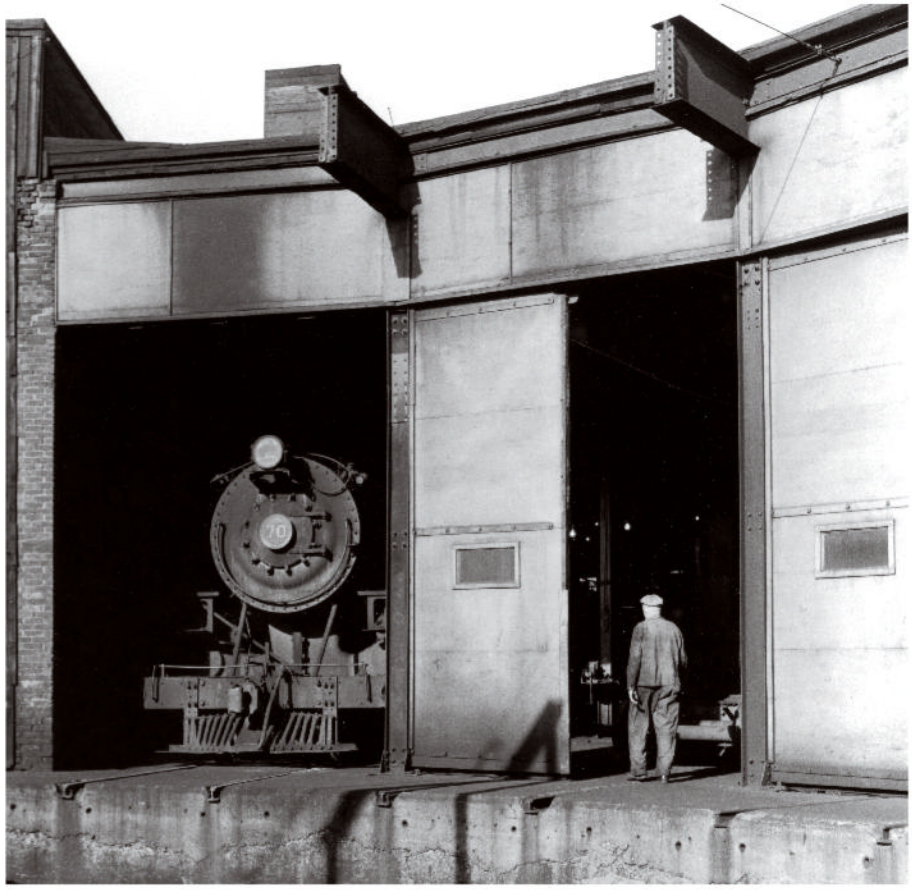
The S&L settled into the job of hauling coal, steel, and general freight in its far corner of Canada. Some expansion took place as new mines opened or a steel mill was built, but the road's service area remained concentrated on the east end of Cape Breton Island. The railway ran "Blueberry Specials" for the pleasure of the many miners, and its passenger accommodation trains would stop to pick up hunters and hikers on flag signal anywhere along the line. S&L was known to dispatch an engine and coach to take a doctor to some remote location or bring a patient to Sydney, especially in severe weather. During both World Wars,

the ports of Sydney and Louisbourg were staging areas for Atlantic military convoys, and thousands of cars of supplies for Europe, plus coal for the ships to carry them across, rolled over the S&L. Passengers, mostly miners going to or from work, peaked at 176,000 in 1913, but diminished as the automobile showed up in driveways all over the Maritime provinces. Passenger trains on the S&L were eliminated after World War II, although a few mixed trains lasted longer.

During most of the 1950s, the S&L had 31 steam locomotives that hauled 4 million tons of freight annually — mostly coal — over 116 miles of track, 39 miles of which was the main line, with 400 employees. However, even a railway surrounded by coal mines couldn't avoid the diesel, and three 1,000 h.p. RS23s arrived from Montreal Locomotive Works in mid-1960. Fuel cost and availability was not an issue, of course. As on other roads, the diesel's greatly reduced need for labor is what caused the S&L to turn away from steam.

A VISIT TO THE S&L

With diesels in charge almost everywhere else in North America, the Sydney & Louisburg, obscure and remote as it was, had the distinction of still being



One of the few engines built new for the Sydney & Louisburg, Mikado No. 70 (Montreal, 1925) looks out of the Glace Bay roundhouse late in the day on September 16, 1960.

At Glace Bay, a laborer drags a compressed air hose that will power the grease gun he will use to lubricate 0-8-0 No. 90 (left, originally a P&LE engine, built by Lima in 1937) and 0-8-0 No. 85 (ex-Detroit & Toledo Shore Line, a 1925 Schenectady product).

Former P&LE eight-wheel switcher No. 94 (Lima, 1944) simmers outside while ex-D&TSL 2-8-2 No. 105 (also from Lima, 1936) rests inside an engine shed at Glace Bay.

Beyond stacks of spare wheels, one of S&L's distinctive cast-metal emblems is visible on the side of a locomotive tender. Number plates of similar design were affixed to engine cabs and the rear of tenders.

Light Mikado No. 74, standing beside 0-8-0 No. 94 at Glace Bay, had quite a history. The 1912 Baldwin worked for New Orleans, Memphis & Chicago; Gulf, Mobile & Northern; and Tennessee, Alabama & Georgia before emigrating north to S&L in 1934.

completely steam-operated in early 1960. Moreover, several of its locomotives were hand-me-downs acquired from U.S. lines. A friend from college days, Dick Adamson of Brooklyn, N.Y., had recently bought a new 1960 Dodge Dart sedan, and he wanted to try it out on a trip to the Canadian Maritimes, including the S&L. This sounded good to me, as I had never visited the S&L and knew it had just received its first diesels.

We arrived in Glace Bay, the road's operations center, on September 16, 1960, to find a beehive of classic steam terminal action. The grand spectacle of locomotives being loaded with coal and water, revolving on the turntable, pointing their headlights out of open roundhouse doors, slowly moving over groaning yard track, and of men in grease- and coal-dust-stained overalls scurrying around with big hand tools and oil cans — it was all there. It was rejuvenating to see and smell live steam again, as more than a year had passed since I had experienced such pleasure. The people of this heavily Scottish region, practically all of whose last names began with "Mac," were extremely friendly and welcomed my interest in their endeavors.

After dinner, I returned to the Glace Bay roundhouse to make some night photos. The opportunities seemed endless as the performance of moving and servicing locomotives continued, and even the new diesels became players in the unfolding drama.

The next morning, we returned and found still more activity. We noted that all the engines wore a heavy cast-metal emblem plate reading Sydney And Louisburg Ry. on their tenders and a similar raised number plate on their cabs.

We then ventured out to a marshaling yard near Glace Bay where loaded coal cars were organized for movement to various destinations — the CN interchange at Sydney, ship loading docks, or

In one of author/photographer Jim Shaughnessy's favorite photos, boomer Mikado No. 74 — a long way from its original home in the Deep South — stands beside the water tower at the Glace Bay engine terminal.

S&L No. 88, yet another of the road's eight former P&LE 0-8-0s, brings up a caboose to tack onto a coal train that is about to depart the New Aberdeen yard near Glace Bay.

Engine 88 noses onto a cut of hopper cars at New Aberdeen. Like nearly all modern 0-8-0s, S&L Nos. 88–95 were based on a U.S. Railroad Administration design of 1918.

the steel mill in North Sydney. One of the diesels was working there along with several steam engines. There was not time for further exploration, but I did feel that I "saw" the S&L and understood its operations, particularly at the Glace Bay terminal.

Rumors are always in the air when workers gather, especially on railroads. There was lots of such talk during our visit to the S&L, and for good reason as it turned out. Several mines had closed at Springhill, and indeed the whole mining industry in the region was threatened. Six former Minneapolis & St. Louis Alco RS1s and four more from the Soo Line were expected within the month. If more mines closed, there would be enough diesels to operate all the mainline trains, and in fact heavy repairs on the steam fleet had already been stopped.

Practically no traffic remained on the line to Louisbourg, and permission had been received to eliminate the mixed train to that destination. Louisbourg had lost its ice-free importance now that government icebreakers kept the Sydney harbor open all winter. All these factors would adversely affect employment on the S&L.

The last steam locomotives, former Pittsburgh & Lake Erie 0-8-0s Nos. 88 and 90, closed out steam operations on the S&L on November 17, 1961, giving S&L the distinction of being one of the last North American railroads to retire steam power.

Today, the most easterly standard-gauge railroad in North America — for almost 100 years, the first to see the sunrise — is largely gone. In 1968, the Cape Breton Development Corp. took over the operations of the S&L when it expropriated the assets of Dominion Steel & Coal after its last underground mine closed, and until 2001 ran the remnant, largely serving the Sydney port, under the name of Devco Railway. Operation resumed in 2003 as the Sydney Coal Railway. Ironically, coal now is imported and hauled from the Sydney's international pier with a small fleet of GP38-2s, moving about 20,000 loads a year to the Lingan power generating station. ■

Change was in the wind for S&L in September 1960, as evidenced by diesel No. 202, one of three Montreal Locomotive Works RS23s delivered earlier in the year. Former Chicago & Illinois Midland 0-8-0 No. 87 — indeed, all of S&L steam — would be cold by the end of 1961.

B&O'S WESTERN OUTPOST

There was a down-home quality about the branch to Beardstown, Illinois, a distant corner of a far-flung empire

By Leigh Morris

Typical of small-town Illinois, the Farmers Elevator dominates Bluff Springs' skyline in a summer 1954 afternoon scene. The elevator, today a larger enterprise, was the domain of Frank Trussell, who orchestrated a special "last passenger run" in 1951, and the town was where the author "adopted" the branch.
Beardstown *Illinoian-Star*, Leigh Morris collection

Fall 1957 was when I acquired my first copy of the *Official Guide of the Railways*. Never mind that it was a well-worn, dog-eared survivor from April 1953. For me, it was a fount of priceless information to be studied at every opportunity. School homework could wait.

Through its pages I would join Chico on the *Super Chief*, ride the Water Level Route aboard the *20th Century Limited*, and take *Zephyrs* "Everywhere West." I could catch the North Shore's *Electroliners*; Chicago Aurora & Elgin's *Cannonball*; and even streamliners on the Illinois Terminal. There were also legions of nameless locals and mixed trains.

Of special interest were pages 396–397, upon which was the system map of the venerable Baltimore & Ohio. On the right were the great cities of the East, but of interest to me was little Beardstown, Ill., on the left, the unlikely western outpost of the railroad "linking 13 great states with the nation." Flipping to page 421, I would pore over Table 56 — "Beardstown and Flora. Freight service only" — covering 154.1 miles via Springfield, Taylorville, and Pana. The rest of this historic route, the 74-mile segment from Flora south to Shawneetown, was on Table 51 on the opposite page.

B&O's far western appendage, especially the 45.6-mile Beardstown–Springfield portion, had become my "personal railroad." I listened for the daily local freight at my grandparents' farm near Bluff Springs, just east of Beardstown. I spent untold hours watching the local's Geep switch cars at grain elevators and, in Beardstown, interchanging with the Burlington. I managed to wangle more than a few cab and caboose rides.

There was a down-home quality to this distant corner of B&O's far-flung empire. It had more in common with an interurban or a Midwestern short line than the B&O of awe-inspiring class S-1 2-10-2 and class T-3 4-8-2 steam locomotives, "Sentinel" freights, coal drags, mountain grades, and streamliners such as the *Capitol* or *National Limited*.

When the TV show "Petticoat Junc-

Prairie loneliness: On December 23, 1967, B&O's Beardstown local rambles eastward alongside Highway 125 near Pleasant Plains.
J. David Ingles

tion" debuted in 1959, its mythical C&FW Railroad branch between Pixley and Hooterville to me had been patterned after the Beardstown–Flora line. Perhaps Homer Bedloe, the sinister C&FW vice president who schemed to abandon the branch, was inspired by a real-life B&O executive.

CLAMORING FOR A RAILROAD

Beardstown, on the Illinois River just below the mouth of the Sangamon, was growing in importance as a commercial, manufacturing, and transportation center when the Illinois General Assembly enacted the Internal Improvements Act of 1837. Among its provisions was the Northern Cross Railroad, to be built between Danville and Quincy by the state. Illinois was mostly settled from south to north, and a companion Southern Cross was proposed to link Mount Carmel, on the Wabash River (the Indiana border) with Alton, on the Mississippi, the intent being for Alton to become a primary port. The Northern Cross intersected the Illinois River at Meredosia, 17 miles below Beardstown, and the state's first train ran east from Meredosia in 1838. (The line reached Jacksonville and Springfield by 1842, Decatur in 1854, and the Indiana state line in 1856.)

In Beardstown, the proposed Northern Cross route was as welcome as a skunk at a Sunday picnic. City leaders feared local development would slow or stall without a railroad. Agitation for one was muted in the 1840s when promoters revealed plans to link Beardstown and Springfield with the Beardstown & Sangamon Canal, an idea championed by the young Abraham Lincoln. For a lot of reasons, mostly money, the canal idea came up dry, and today Beardstown's Canal Street is the idea's only reminder.

The first serious attempt to bring rails to Beardstown occurred in 1852. Charles Chandler, M.D., founder of Chandlerville, on the Sangamon River 16 miles east of Beardstown, thought the ticket to prosperity would be a railroad. His village was growing slowly owing to floods, wetlands, voracious mosquitos, poor roads, and a common belief that river bottoms harbored diseases. Chandler envisioned rails from Beardstown through Chandlerville and on east to Petersburg,

Twice in the 1920s the Illinois River flooded Beardstown, but the B&O kept running. In 1922, two officials ride the pilot of 4-4-0 No. 1421 (left) into town alongside Burlington's yard, with boxcars carrying crucial supplies coupled behind the coaches. Four years later (above), Assistant Division Superintendent Babbitt (at left) and Road Foreman of Engines Kreager ride sister 1422 through deeper water on the morning train into Beardstown.

Central Ill. Public Service photos, author's collection

In later years, Brill motor 6038 was a Flora–Beardstown regular. In 1949, having turned on the wye and backed into town, 6038 and its baggage trailer wait for the 3:15 p.m. departure at the B&O platform, across from CB&Q's depot. B&O in 1925 signed a joint facilities agreement with the Q, using its facilities and employees for switching and maintenance for $1,000 per month.

Barney L. Stone, Krambles-Peterson Archive

Having stopped for the Arenzville Road crossing, GP9 6673, a former C&O unit, leaves Beardstown on March 11, 1970, for Springfield. B&O's Geeps were set up long-hood-forward, C&O's the opposite, but by this time, B&O's Beardstown wye connection to CB&Q was long gone.

J. David Ingles

and the Beardstown & Petersburg Railroad was chartered on February 11, 1853. Nothing happened, though. A similar idea popped up in 1869 with a charter for the Beardstown, Chandlerville & Mason City, but construction never started. Meanwhile, Chandlerville did get the north-south Illinois River Railroad, in 1859. It failed in 1863 and was renamed the Peoria, Pekin & Jacksonville (known locally as the Push, Pull & Jerk). It struggled along and, after several incarnations, was finally abandoned in 1937.

In 1853, Beardstown physicians Charles Sprague and V. A. Turpin got a charter to build a railroad from Rock Island to Jacksonville via Beardstown. This idea faded quickly, but on February 15, 1855, Sprague, Turpin, and others chartered the Rock Island & Alton to run from Rock Island through Macomb, Rushville, Beardstown, Arenzville, Winchester (but not Jacksonville), and White Hall. This dream also soon evaporated.

Beardstown finally got its railroad on March 1, 1870, when the Rockford, Rock Island & St. Louis opened with fanfare as a decorated locomotive pulled three flatcars fitted with chairs across the new Illinois River bridge. This line became part of Chicago, Burlington & Quincy's coal-hauling route from Paducah, Ky., and far southern Illinois points, and remains active under today's BNSF Railway, with a crew-change office and yard on the southern edge of Beardstown.

B&O BRANCH ORIGINS

The Pana, Springfield & Northwestern was charted by the state February 16, 1865, to build from Pana northwest via

Springfield to Beardstown. In December 1869, PS&N and the Illinois & Southeastern, chartered to build from Pana to Shawneetown, on the Ohio River, were consolidated as the Springfield & Illinois Southeastern. Service to Beardstown began on March 27, 1871, securing at last a direct link to the manufacturing centers and markets in the East. When completed, the S&IS stretched 228 miles in linking the two navigable rivers.

As with many early railroads, construction costs helped slide S&IS into receivership in 1873. It was sold at foreclosure and on March 1, 1875, was acquired by the Ohio & Mississippi. Connecting Cincinnati and East St. Louis, the O&M went into the Baltimore & Ohio Southwestern in late 1893. Seven years later, B&O absorbed the B&OSW.

The Beardstown line was a boon for area farmers, who gained access to important new markets. Grain elevators were built at many spots, and other online businesses sprang up. At one time, millions of pounds of fish were shipped over B&O from Beardstown to big cities in the East for elegant restaurants or to be used in making gefilte fish.

Beardstown–Flora passenger service by 1900 was two daily trains, plus one daily-except-Sunday, in each direction; Flora–Shawneetown service was similar. The line also saw baseball, state fair, and other event specials. Although slow in speed, the trains were an improvement over horse-powered travel on rutted roads that became quagmires when wet.

UNDETERRED BY HIGH WATER

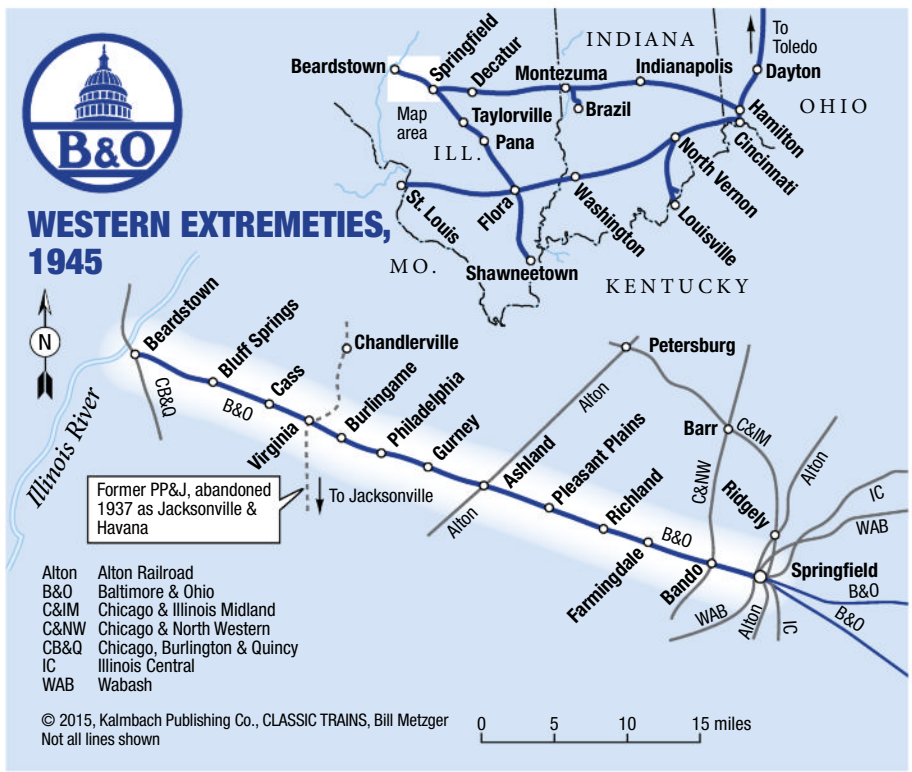
Throughout its history, the line across the prairie to Beardstown enjoyed an unremarked, routine existence, with two high-water exceptions during the 1920s, the first in 1922. It had been thought that Beardstown, though on the Illinois River, was reasonably safe from flooding, the high-water record of 22.4 feet having been set in 1844. Subsequently, waters had reached or surpassed the 20-foot mark only six times. Then on April 20, 1922, the river crested at 25.1 feet.

Conventional wisdom held that major flooding took place in spring or summer, but in fall 1926 that flew out the window. Unrelenting rains began in September, and on Tuesday, October 12, the Illinois reached a record 26.6 feet at Beardstown, surpassing the 1922 crest by 17 inches. Most of the town was under water.

Days before the crest, track washouts and concerns about the safety of CB&Q's Illinois River bridge forced the railroad to suspend all service. Beardstown residents feared the town would be unable to receive shipments of food and essential supplies. There was talk of evacuation.

However, local B&O men had other ideas, and they set out to prove the iron horse could navigate high water across nearly 2 miles of flooded track. Under the stubborn leadership of B&O Trainmaster K. S. Pritchett, scheduled passenger-train service never stopped. A man named Babbitt, the assistant division superintendent, rode the pilot of every locomotive into and out of town during the high water, often joined by the road foreman of engines, named Kreager. Although B&O did halt freight service until the water receded, Pritchett made certain that boxcars loaded with medical supplies, food, and other essentials were

B&O's depot at tiny Philadelphia, Ill., 18 miles east of Beardstown, was almost exactly 1,000 miles west of its station in Philadelphia, Pa., measured on B&O lines via Ellicott City and Cumberland, Md.; Winton Place in Cincinnati; Hamilton, Ohio; Indianapolis; and Springfield, Ill.
Walt Peters, R. R. Wallin collection



A ubiquitous B&O E-27 2-8-0 passes GM&O's Ridgely Tower in Springfield in 1954 to begin its trek to either Beardstown or Flora. B&O moved to Ridgely Yard after it bought the Alton Railroad and used rights on C&IM into the central part of town to reach home rails.
Walt Peters, R. R. Wallin collection

Bluff Springs' Frank Trussell (far right in photo above), several dozen area schoolchildren (among 153 total), and their teachers and chaperones pose by a coach before reboarding the last B&O passenger train out of Beardstown on March 24, 1951. Conductor G. O. Shinefield is in the center, surrounded by youngsters. In the close-up photo at right, Conductor Shinefield and Beardstown Police Chief Turner Antrobus flank Trussell.
Both, Beardstown *Illinoian-Star*, author's collection

added to the passenger trains, whose express cars and RPOs also kept running.

The Illinois began to recede on October 13, but it did not fall below 20 feet until the 29th. Water rose again in late November, reaching 20.3 feet at month's end. While flood-weary residents kept one eye on the sky and the other on the river, the danger of flooding had passed.

MODEL T'S AND THE TERRAPIN

Although the B&O conquered floods, Henry Ford's affordable Model T and hard roads posed a more formidable foe. By the mid-1920s, both were taking a toll on local rail travel, and the Great Depression made matters worse. B&O eliminated two of the four daily Beardstown–Flora passenger trains and replaced their steam locomotives and conventional cars with gasoline-electric motor cars. Electro-Motive cars were tried first, but they were found wanting and replaced by Brill Model 250 cars. In April 1933, service was cut to one schedule each for Flora–Shawneetown and Flora–Beardstown.

Such motor cars often were called "doodlebugs," but many folks locally said "puddle-jumpers." On the branch's west end, at least, another label took hold — "Terrapin," a type of turtle. The name was appropriate considering the cars averaged 28 mph on the road. The Terrapin carried riders, brought the mail, provided express service (usually towing a second car), hauled cans of fresh milk, took watermelons and other locally grown produce to market, and even delivered fresh bread from Springfield.

In the capital city, incidentally, B&O — plus Illinois Central and Chicago & Illinois Midland ancestor Chicago, Peoria & St. Louis — used Union Station until after B&O bought the Alton in 1931, whereupon B&O moved to Alton's depot (today's Amtrak facility). After GM&O took over the Alton, B&O in 1947 moved back to Union (B&O Indianapolis trains had been cut back to Decatur in 1940).

Economical or not, the Terrapin's fu-

CONSOLIDATION OR PACIFIC?

One mystery about the last B&O passenger train to Beardstown, on March 24, 1951, has remained. Although I had not been able to locate a photo of the steam locomotive B&O assigned that day, I assumed it must have been an E-27 class 2-8-0. B&O had more than 400 of them, mostly built by Alco during 1905–10, and they held down Beardstown branch freights clear into 1955. Such a Consolidation type was ideal for the Beardstown line, with its 85- to 90-lb. rail and numerous bridges with weight restrictions.

Duane Carrell, a friend and fellow B&O historian from Springfield, Ill., agreed. (Carrell's 30-page history, "B&O's Springfield Sub-Division," thoroughly covering the entire Beardstown–Shawneetown line, was published in the Second Quarter 2015 issue of *The Sentinel*, the Baltimore & Ohio Railroad Historical Society's magazine.) Our assumption went up in a cloud of coal smoke one morning, though, while I was rummaging through old photographs at Roy French's Caraway Seed antique shop in Virginia, Ill. There it was, this photo of that final B&O train eastbound at Virginia. Though blurred, the locomotive is clearly not a 2-8-0 but a 4-6-2, probably either a P-3 or P-5 class. Carrell

Leigh Morris collection

confirmed my identification, and since the equipment for this last run ran north from Flora, on B&O's St. Louis main line, it is likely the Pacific and the three cars were sent over from B&O's yard and shops in Washington, Ind., for the occasion. A clear photo or a written description of the locomotive, however, has not yet turned up. — *Leigh Morris*

ture remained tenuous until America's entry into World War II. First came the suspension of civilian auto and truck production, plus the manufacture of most vehicle replacement parts. With the Japanese in control of a lot of the world's rubber sources, the U.S. enacted tire rationing. To further reduce the need for tires, the government then imposed gasoline rationing and a national 35-mph speed limit. The Terrapin was a reliable if not speedy transportation alternative.

A sizable crowd is on hand at Virginia, Ill., as a westbound B&O train pulls up to the depot in the early 20th century. The station still stands, modified, as part of The Depot restaurant.

Leigh Morris collection

A MEMORABLE LAST RUN

After the war, ridership and passenger revenue on the branch kept declining. Flora–Shawneetown went freight-only in April 1949, and the diamond crossing with B&O's Cincinnati–St. Louis main line at Flora was removed. The Flora–Beardstown "Terrapin" was running on borrowed time, and 80 years of rail passenger service on the branch ended on a cold Saturday, March 24, 1951.

But this last run would be special, thanks to Frank Trussell, manager of the Bluff Springs Farmers Elevator Co. from 1923 to 1968 in that hamlet five miles east of Beardstown and known locally as "Mr. Bluff Springs." His elevator was a good B&O customer, and he had a close working relationship with the railroad.

Moreover, he made up his mind that March 24 would be a memorable day for everyone along the B&O, but especially for youngsters from the Bluff Springs area. Although motor cars had handled the passenger schedule for 20 years or so, Trussell thought the last run should feature a steam locomotive ahead of a Railway Post Office and a passenger coach. His niece, the late Phyllis Reichert of Bluff Springs, recalled that B&O initially resisted the idea, but Trussell persuaded the road to see it his way. Not even TV's sinister Homer Bedloe could say no.

So when that last westbound train No. 41 pulled to a stop at Bluff Springs' depot at 10:49 a.m., Conductor G. O. Shinefield, a 40-year Beardstown–Flora line veteran, helped Trussell, teacher Ada White, and parents serving as chaperones to usher 153 excited children onto the big blue cars for the short ride into Beardstown. (Owing to the Bluff Springs crowd, the train had a second coach.) Likely for many of the kids, it would be their only train ride. Once in Beardstown, Trussell led his charges to the Masonic Temple on State Street, where the youngsters enjoyed a sack lunch, Rink's soda pop, ice cream, candy, and bubble gum, before marching north to the Gem Theater to watch cartoons.

While the children were being entertained, RPO clerk Cloyed E. McGhee was busy canceling covers with the final RPO postmark on this historic line. McGhee also, of course, had sacks of mail to handle. Meanwhile, the engine crew was preparing for the trip back to Flora; the locomotive was shuttled over to CB&Q's

This trestle east of Pleasant Plains, crossed by GP9 6592 with the eastbound local on April 19, 1965, makes obvious why Geeps were the heaviest power allowed on the line. Visible beyond is the Highway 125 bridge.
J. David Ingles

Caboose C2040 on the westbound local of April 4, 1973, crosses ICG's "Jack Line" at Ashland. In years past, the joint depot included a two-story interlocking tower facing the diamond.
R. R. Wallin collection

GM&O shared its Ridgely Yard facilities, including the enginehouse, with B&O, as seen in this June 10, 1973, post-ICG-merger scene with B&O GP9 6465 plus GM&O F3 806B and two GP30s.
R. R. Wallin, J. David Ingles collection

roundhouse to be turned and serviced.

After the cartoons, Trussell's entourage marched back to the station to pose for a photo and board the train. Shinefield gave the highball, and at 3:15 p.m., the last B&O No. 40 left Beardstown for Springfield, Taylorville, Pana, and Flora. About 11 minutes later, it stood in front of the Bluff Springs depot.

Those present that day recalled the engineer was especially generous with the whistle and bell as the train pulled into and out of Bluff Springs. A few days later, Bluff Springs resident Ursula Payne bid farewell to the train in Beardstown's *Illinoian-Star* newspaper: ". . . Good-bye, small train, fondly called the Terrapin. Your days of usefulness are over. You will be put to pasture like a worn-out plow horse. We will miss you." On Monday, March 26, a Star Route truck took over carrying mail to towns along the line, which settled into a freight-only life.

END OF THE LINE

As the ubiquitous 2-8-0s gave way to equally ubiquitous EMD GP9s, traffic on the branch held steady through the '50s. Elevators at Bluff Springs, Virginia, Philadelphia, and Ashland were reliable sources of business, and B&O did a decent amount of interchange with CB&Q.

The 1960s were not as kind. A slide in traffic became painfully apparent as the

elevators began the switch to trucks, and interchange traffic declined. The future looked bleak for three of the stations that still had agents: Virginia Rohn at Bluff Springs, R. G. Allen at Philadelphia, and Tom Cantrell at Pleasant Plains. Why these three? Those depots never did get electricity, although their agents had kerosene lamps should a need for light arise (heat was obtained by dumping a scoop of coal into a pot-bellied stove). Air conditioning? You opened a window and prayed for a breeze. Time was kept by a traditional wall-mounted, eight-day pendulum Regulator clock.

Those three depots were closed in late 1962 with barely a whimper. Allen and Cantrell stayed on with B&O at new locations, while Ms. Rohn retired. Meanwhile, B&O kept agents at the more "modern" Beardstown, Virginia, and Ashland stations, the latter a joint depot at the crossing of the former Alton "Jack Line" branch. The Beardstown run, a daytime turn based at GM&O's Ridgely Yard in northern Springfield, where B&O migrated after it absorbed the Chicago & Alton in 1930 (and renamed it Alton Railroad), usually rated one GP9.

From a daily-except-Sunday schedule in the late 1950s, service had slimmed by the early '60s to Monday, Wednesday, and Friday. Trains typically ran 15 to 20 cars, mostly interchange traffic, with longer consists in grain-harvest season. In Springfield, B&O trains used trackage rights on Chicago & Illinois Midland from Ridgely to Avenue interlocking, where they gained home rails, swinging west toward Beardstown, southeast toward Flora, or east toward Decatur.

In 1963, Chesapeake & Ohio gained control of B&O, which continued as a separate railroad although many services were gradually integrated. Nine years later, the two roads, plus Western Maryland, were grouped under the "Chessie System" name. Equipment began appearing in Chessie's eye-catching combination of blue, yellow, and vermilion with the sleeping kitten logo. Legally, the three roads still were separate, so "B&O" still appeared on Chessie locomotives.

Not even Chessie, of course, could lure freight back to the Beardstown branch. During 1971, the line handled only 800 cars, 59 percent interchange traffic (only 322 cars originating or terminating), down from more than 1,100 in each of the two previous years. Sometimes the train ran only twice a week. After protracted abandonment proceedings with the Interstate Commerce Commission, also involving Springfield–Flora and Flora–Shawneetown, 108 years of Springfield–Beardstown B&O service came to an end on January 28, 1979 . . . in a blizzard, when the train, despite having interchange cars for Burlington Northern in Beardstown, was forced to retreat back to Springfield from Virginia. The BN cars went home via a different route, and the rails lay dormant until they were pulled out in summer 1980.

Short segments of the Beardstown–Springfield right of way remain visible, although most of it, especially next to Highway 125, has been reclaimed by farmers for corn and soybean crops. The only structure left is the Virginia station, modified and serving as The Depot restaurant at the intersection of Highways 125 and 78. In a final case of irony, today's Bluff Springs post office stands on the site of the B&O depot. Of course, it was the Post Office's decision to switch from RPOs to Star Route trucks that led to the cessation of the passenger trains. Soon, small post offices like Bluff Springs may well themselves fall victims to progress in "the electronic age." Somewhere, the ghosts of the B&O's western outpost must be smiling. ■

Beardstown-bound, GP9 6434 leaves C&IM trackage at Avenue interlocking on November 10, 1962, to enter joint B&O-IC trackage as far as 3rd Street, where IC's ownership share ended.
J. David Ingles

With two GP9s, the Beardstown run crosses GM&O's main at 3rd Street November 14, 1971. It has just passed Union Station, used by B&O until 1931 and from 1947 until the last run in 1951.
J. David Ingles

HERDING THE GOATS

In the waning days of SP steam, a young fireman with visions of mainline glory often had to settle for duty on lowly switch engines

By Barry Anderson

For a newly minted locomotive fireman with high iron dreams in the early 1950s, all was not glamour. While I caught my share of great road trips on cab-forwards, 2-10-2s, and 4-8-4s off Southern Pacific's Coast Division extra board, for every mainline run there were five or six jobs on the "goats," lowly switch-engine assignments.

The railroad was still operating plenty of steam on its California divisions in 1953. The ubiquitous 1200-class 0-6-0s held down most of the yard assignments in San Francisco and San Jose. Sturdy little machines, they rode on diminutive 51- or 57-inch drivers, carried 175 or 200 pounds of steam pressure, and exerted from 27,000 to 31,000 pounds of tractive effort. Consolidations of the 2500, 2700, and 2800 classes handled the heavier work at Bayshore Yard, San Jose, Watsonville Junction, and San Luis Obispo.

My introduction to the squat little 1200s came on my first student trip. It was aboard the 1227 working one of the San Francisco depot switch jobs. Engineer C. C. Lawson was a kindly old gentleman (the seniority roster revealed he'd hired out at the time of the First World War) who helped me out all he could while running one of the busiest jobs in the terminal.

During the morning "commute" hours (roughly 6 to 9 a.m.), 22 passenger trains arrived at the terminal at 3rd and Townsend streets, including the *Starlight* and the *Lark* from Los Angeles. Three switchers worked the depot, usually including one or both of the green-boilered

SP 0-6-0 yard goat 1277 moves at the road's 3rd and Townsend depot in San Francisco.
Lawson Hill, Tom Dill collection

Goat 1215 ambles through the complex trackage controlled by 4th Street Tower at the throat of the 3rd and Townsend passenger terminal. Both structures are visible beyond the 0-6-0.
Lawson Hill, Tom Dill collection

"painted ladies," 1277 and 1278 [page 86, Steam Glory 2, 2007]. On this job, we faced east (outbound) and backed into the terminal, which meant that all the signals were on the fireman's side. At first I was totally bewildered by the maze of double-slip switches and dozens of dwarf signals leading to the station tracks.

We'd wait in a holding track near 7th Street. A commute train would round the curve and pull into one of the station's stub-end tracks. The fireman watched for the two-bladed dwarf semaphore guarding our track. When one arm dropped (yellow indication), he'd yell "one down" to the engineer, who'd yank open the throttle. The little 0-6-0 would go charging after the arriving train, bouncing and swaying through the puzzle switches, with the fireman calling the dwarf signals as they dropped, one by one. We'd come to a stop at the last coach, just moments after the train had stopped moving.

After the switchmen had connected the hoses and we'd pumped up the air, we dragged the long string of cars to the coach yard for washing and cleaning, then returned to our holding track to wait for the next one. Meanwhile, the train's road engine, usually a 4-6-2 or 4-8-2, backed out of the depot and headed for the roundhouse.

Veteran firemen were generous with sharing their tips and tricks during student trips. Their advice included: where to set your firing pin and atomizer valve so you could quickly return to a spot fire when the engineer shut the throttle; how to start a fire in a cold engine by flashing hot oil off still-hot firebricks (strictly prohibited by the rules); slowly filling the boiler with water over a long period so the engine would hold steam (without a fire) until the next shift arrived; and carrying your coffee in a glass pint whiskey bottle that would stay hot all night when placed on the steam manifold.

HEAVY DRAGS

Smallish Mission Bay Yard, near the passenger depot, served the industries in San Francisco plus the weekly banana boats that docked at China Basin. The main arrival and departure yard for freights was Bayshore, 5 miles south. Thus, several times a day, drags with cars destined for outbound trains ran down to Bayshore, while drags of city-bound freight returned to Mission Bay. This task usually fell to one of the 1200s assigned to Mission Bay.

There was a slight incline from the yard, past Potrero Tower, to reach the main line. With as many as 60 cars in tow, it was quite a struggle for a little 1200 to keep things moving. If the drag was heavy enough, a second 1200 shoved from the rear, then cut off on the fly when the cut got rolling on the main line. Fortunately it was only 5 miles to Bayshore, because we were usually nearly out of steam and water when we got there. Blasting away with throttle wide open and reverse lever down in the corner, it was an ideal time to sand the flues. Many of the switchmen who were jammed into the small cab with us loved to take on this chore. Pouring scoopfuls of sand into the firebox, they would shout with glee at the clouds of black smoke they were producing.

During the summer when the extra board was really turning, you could "double over" on many switch jobs. If you wanted to work the federal maximum of 16 hours straight, you called the crew dispatcher before the end of your first shift and, if he had a job open, he'd double you over. Pay for straight time on

In March 1955, No. 1294 works at Mission Bay Yard in San Francisco, handling boxcars for an "Overnight" freight to Los Angeles. SP donated the 0-6-0 for display at the San Francisco zoo in 1957, but salt air and vandalism took their toll, and the engine was scrapped in place in 1981.

Rob Field, Tom Dill collection

Switchers 1234 and 1253 take a midday break at the San Francisco passenger station in 1953. Soon they'll get busy making up and spotting consists for the afternoon commute trains.

Tom Helliwell, Tom Dill collection

a 1200 was a munificent $14.78, time-and-a-half for the second job.

Many yard jobs routinely got an "early quit." If there was not much work to do and the crew really hustled, everyone could quit up to two hours before the end of the shift. Everyone, that is, except the fireman. Because those old teakettles wouldn't hold a head of steam for more than about an hour, the fireman had to stay with the engine to maintain enough steam for the next crew after everyone else headed for home.

One of the most unusual jobs I had on a 1200 was running light to San Jose, 47 miles down the Peninsula from downtown San Francisco. I was called for 10:45 a.m. at Mission Bay to fire the 1212 with engineer Schubach. The roundhouse foreman rustled up a pair of white flags (the company had stopped using them for extras years previously) because the 1212 had no classification lights or train-indicator boxes.

Soon we were puttering down the main line, flags flapping, at a blistering 25 mph. With no pilot truck, the little 0-6-0 tended to "hunt" back and forth. Our main concern was staying ahead of the next passenger train, which was scheduled to depart San Francisco at 12:30 p.m. Plenty of time — except the 1212 couldn't keep it up for more than about 10 miles without having to stop to raise steam and get the water back. With its small boiler and tiny firebox, the engine was not built for sustained, wide-open running. Stopping several times on the main line, we felt like sitting ducks for any following train. We finally made it to San Jose without incident, and we were able to clear the main with about 15 minutes on the passenger train.

NIGHT WORK

Bayshore Yard could be a miserable place to work, especially at night. An icy wind would blow down off San Bruno Mountain and just about freeze your socks off. Some regular engineers carried big sheets of cardboard to sleep on when things were quiet. Lying on the deck of the engine with the windows and curtains closed and a spot fire in the firebox,

I found the cab could be quite cozy on a cold night.

I liked the night jobs. It was dark and quiet with the red and green switch lamps looking like bright beads scattered in the yard. At Bayshore we were usually working with a 2-8-0, frequently the 2554, 2728, 2784, or 2834. One rather monotonous job was working the outbound lead, kicking cars into various tracks to make up the next day's trains. This was before radio, so signals were passed by hand during the day, and by lantern at night. Perhaps because there was little risk, or perhaps just because they were bored, engineers on this job would often let a rookie fireman run the engine.

One night, as we were backing up into the blinding yard lights, we ran through a wrong-way switch. I figured we'd all be called on the carpet, but the switch foreman produced a long iron bar, and with two other switchmen helping, bent the switch back in place. "Everyone runs through that switch," he said. "It's been bent so many times it's just like rubber." Needless to say it was never reported.

A word about "drops" and "Dutch drops." Drops were a fairly routine switching move, employed to move a car from ahead of the engine to behind the engine or vice versa, always involving a facing-point switch. Simply put, the engine sped up, heading toward the switch. The engineer shut off, giving the switchman some slack so he could pull the coupling pin. The engine then sped ahead of the free-rolling car. After the engine passed over the switch, a man on the ground threw the points, sending the car down the adjacent track. The trick was to create enough space between the engine and the moving car to give time for the switch to be thrown.

In switch-shanty "bull sessions," the subject of "Dutch drops" — where the engine had to reverse into a facing-point switch — often arose, but I never saw one and never met anyone who'd seen one.

Consolidation 2554 was a regular on Bayshore Yard switch jobs. Here, the 1907 Baldwin is 370 miles down the Coast Line on an eastbound freight at Carpinteria, Calif., in the late 1940s.
Herbert Johnson

Goat 1282 simmers at the Mission Bay roundhouse on November 5, 1956. This was the last SP 1200-series 0-6-0 that author Anderson fired, less than three weeks before this photo.
Don Hansen, Tom Dill collection

DINNERTIME

When it came time for "beans," most switch crews had a favorite greasy spoon. Daylight jobs at the 3rd and Townsend depot usually took their beans at the lunch counter in the station. Mission Bay crews mostly took their break at a café on nearby 3rd Street. For those of us who carried a sack lunch, it was the cavernous old crew room next to the roundhouse. The room was like a museum — dark and dingy from decades of cigarette smoke, furnished with big, old, black, cracked-leather couches. The walls were covered with ancient photos of long-dead enginemen standing tall beside their locomotives in the early part of the century. There was usually a lively card game going among commute crews laying over.

Perhaps the most memorable beanery was the establishment at the south (railroad east) end of San Jose Yard. Steamy and cozy on a cold night, the eatery was famous all over the division for its pies. In addition to San Jose switch crews, it was a sought-after stop for the pool freight crews running between San Francisco and Watsonville Junction who pulled into the yard for water or to fill out their trains with cars from Oakland.

Of course, the 0-6-0 goats didn't last. By late 1955, diesels were replacing steam on many of the yard jobs. Mostly, they were Alco S2s and S4s, with a smattering of EMD, Fairbanks-Morse, and Baldwin units. There wasn't much for a fireman to do except pass signals, and it was difficult to stay awake, especially during the wee hours of the night.

The last time I fired a 1200 was the 1282 on an afternoon yard job at Mission Bay in October 1956, not realizing, of course, they'd all be out of service in a couple of months. By the time I joined the Navy in 1957, steam was gone from the SP, and within a few years firemen would disappear, too. But, the years I fired the goats would provide rich memories that last to this day. ■

Take a ride on the old Rutland

For five decades, successors to the colorful Vermont road have hosted passenger trains • **By Scott A. Hartley**

Green Mountain RS1 No. 405, a native of Rutland rails for more than 60 years, leads a train past the covered bridge at Cuttinsville, Vt., in August 2006. The landmark bridge was washed away during flooding in 2011, but was replaced with a new covered bridge two years later.

Scott A. Hartley

Rutland Railway's final passenger trains disappeared during a three-week employee strike that began in late June 1953. Service had been down to daily Burlington–Troy, N.Y., and Burlington–Bellows Falls round trips, with the trains running combined between Burlington and Rutland. Both were the remnants of the *Green Mountain Flyer*, which had offered through service from Montreal to both Boston and New York, using the Rutland as a middle link.

A 1961 strike led to the shutdown and ultimate abandonment of the Rutland. No one at that time could imagine the number of passenger operations that would run on those same rails over the next half century.

The State of Vermont purchased Rutland's two major routes in the state, from Burlington south through Rutland to North Bennington, and between Rutland and Bellows Falls. Jay Wulfson's Vermont Railway leased the former route and restored freight service in 1964 [pages 46–51]. Soon afterward, New England seafood magnate F. Nelson Blount founded the Green Mountain Railroad and leased the Bellows Falls line.

Passenger service returned to the former Rutland lines in a big and rather unexpected manner. Blount had been acquiring a large collection of locomotives as part of his planned "Steamtown" museum, and soon began operating the engines on passenger excursions over his new railroad. For many years, Steamtown passenger trains shared tracks with diesel-powered freights. Steam regularly operated on the 13 miles between Bellows Falls and Chester, but occasionally would cover the entire 52 miles to Rutland.

Blount died in 1967, but steam continued to run until 1983, when the Steamtown Foundation moved its collection to Scranton, Pa. (to become today's Steamtown National Historic Site). Regular diesel-powered tourist trains continued on the Green Mountain between Bellows Falls and Chester during the summer and fall.

In 1976, when American railroads painted diesel locomotives in patriotic red, white, and blue schemes, Vermont celebrated the nation's 200th birthday much more flamboyantly. The Vermont Bicentennial Steam Train Expedition was powered by Steamtown's recently overhauled Canadian Pacific 4-6-2 1293 (now kept operational at the Age of Steam Roundhouse in Ohio) and made daily trips for much of the second half of the year. Initially, the train ran Bellows Falls–Rutland–Burlington and return (240 miles every day!), and later shifted its route to Burlington–North Bennington and return.

Intercity rail service would return to the city of Rutland in 1996, with Amtrak's daily *Ethan Allen* from New York City. Amtrak reaches Rutland on a former Delaware & Hudson branch from Whitehall, N.Y., owned and operated by Vermont Railway's principals as the Clarendon & Pittsford since 1983. The passenger train uses only about a mile of former Rutland trackage in the old railroad's namesake city, but that could change in 2017, as Vermont officials are working to extend the Amtrak run 68 miles north to Burlington.

Reassembling the Rutland

VTR's owners took a big step toward reassembling the Rutland Railway in 1997 when they bought the Green Mountain Railroad. At that time, all VTR-owned properties began to use the "Vermont Rail System" marketing name.

Under Vermont Railway control, the

Former Rahway Valley 2-8-0 No. 15, lettered for Steamtown's Monadnock Northern, leads CP 4-6-2 1293 on a September 13, 1964, excusion between Bellows Falls and Chester, Vt.

Michael A. Eagleson

Green Mountain Railroad continued to run its popular Bellows Falls–Chester trips. These trains ran several times a week through the summer and daily during the foliage season. The passenger trains soon would become a victim of Vermont Rail System's success, as increasing amounts of freight were moving over the once-quiet Green Mountain. For several years, VRS shifted the Green Mountain tourist trains to its Washington County Railroad Connecticut River Division, former Boston & Maine trackage north of White River Junction.

Vermont Railway's own line has seen flurries of passenger service, too. After the summers of 1995–97, the company teamed up with area ski resorts to run the Middlebury–Burlington "Sugarbush Vermont Express," using streamlined equipment that served on a ski train in Maine during the winter. In 1998 and '99, VTR ran the *Vermont Valley Flyer* with streamlined coaches between Arlington and Manchester.

Vermont Railway ran a state-funded *Ethan Allen Connector* from Rutland to Burlington for a little more than two months in 1999. And from 2000 to '03, VTR operated the state-funded *Champlain Flyer* commuter train between Charlotte and Burlington. Depowered former Boston & Maine Budd RDCs and specially painted blue VTR GP38-2 202 ran push-pull in this rush-hour service.

In June 2015, visitors from around the world had the chance to ride over much of Rutland's surviving trackage. The National Railway Historical Society's annual convention was based in Rutland, and three excursions covered a total of 175 former Rutland route-miles. Long 12-car trains ran behind VRS freight diesels.

A gem of an RS1

The system's passenger-car fleet consists of nine coaches built in 1931 for Central Railroad of New Jersey commuter service. Five modern-looking ex-Santa Fe Budd coaches are just six years younger! Most of this equipment is wired for push-pull operation, and one of the old CNJ coaches serves as a control car.

No Rutland passenger cars remain in the VRS fleet. Coach 551 is on display at a park in Rutland. Combine 260, built in 1891, remained in Green Mountain service until 2010 before donation to the Railroad of Museum of New England in Thomaston, Conn. Still the gem of the roster is Green Mountain's Alco RS1 No. 405, built for the Rutland in 1951. Based in GMRC's ex-B&M roundhouse across the Connecticut River in North Walpole, N.H., No. 405 is a regular on fall foliage trains, and it occasionally helps larger EMD units in freight switching chores.

With freight traffic still growing, the Vermont Rail System has settled on a scaled back, but predictable, passenger schedule. Fall foliage trains once again run in onetime Steamtown territory out of Chester, operating on days when freight trains are not scheduled. The railroad also offers Mothers Day and Fathers Day excursions between Middlebury and Burlington, as well as special trains to carry residents to and from Independence Day fireworks celebrations. For more information: www.rails-vt.com.

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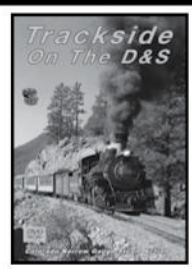

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Western Maryland's train from Baltimore and Hagerstown & Frederick trolley 164 make their connection at Thurmont, Md., in the 1940s.
CLASSIC TRAINS collection

A different kind of intermodal

Journeying through Maryland by bus, trolley, and train in 1941

We've all encountered the problem of "getting from here to there." I recall one journey involving three modes of transport back in 1941 that was quite out of the ordinary.

My brother was a patient at a sanitarium on the north edge of Frederick County, Md., just inside the state line near Blue Ridge Summit, Pa. We lived in Brunswick, Md., a Baltimore & Ohio division point at the southern extremity of the county. Plenty of B&O trains served Brunswick, but no entity offered passenger service that would enable a single-day round-trip to the sanitarium. We had no auto at the time and relied on friends and relatives for visits.

It is some 28 miles as the crow flies between the two points, but as big as some were, those crows didn't carry passengers. Even the highway route was indirect: northeast to Frederick, north to Thurmont, then northwest on a tricky narrow road, beset with steep grades and sharp curves, adding up to about 41 miles.

But, there was another way to make the trip: going by bus, trolley, and train.

One clear spring morning, I walked five blocks from home to the Square Corner in Brunswick and caught a local bus around 7:30 a.m. for the 14 miles to Frederick. After a good walk to the Hagerstown & Frederick Railway building at North Carroll and East Patrick streets, I boarded one of H&F's little interurban cars to Thurmont around 9 a.m. H&F's published distance to Thurmont was 17.6 miles; running time was 45 to 50 minutes.

We clanked along at a leisurely gait, hardly faster than the cows ambling in the pastures, and I started getting a bit antsy at the slow pace. When the last other passenger got off at Catoctin Furnace, I finally found the nerve to ask the motorman if we would make connection with the Western Maryland train at Thurmont. "Why in hell didn't you say something?" he snorted back, as he ripped the controller all the way open, and we blasted off for the last 3 miles through the woods to Thurmont.

What a ride! The car rocked side to side and bobbed end to end — a trail of flying leaves and whipping tree branches

in its wake. Better than a roller coaster! Soon we arrived at Thurmont.

The church bells were ringing as a Western Maryland 200-series Pacific came into view with the Sunday train from Baltimore to Hagerstown. It was not the most modern train, but it was immaculate, as pristine as any Lionel set ever unboxed under a Christmas tree.

The neat 4-6-2 never missed a stroke climbing Catoctin Mountain, moving on to Sabillasville before tackling the more severe grades on the double-horsehoe route to the top of South Mountain. WM's mileage from Thurmont to Sanitorium (later called Cullen) was 9.4; Blue Ridge station was 0.6 miles farther west.

As there was some time after my visit until the return train was due, I walked over to a high point on the hospital grounds where I could see some of the mountainside trackage, and an unobstructed eastward view from Sabillasville to Catoctin Mountain. My appreciation of this great scenery was soon interrupted by a blob of blue-gray haze sliding down the east side of South Mountain. I finally could make out a big WM Mallet — the first I'd ever seen — hardly any exhaust, throttle off, all brakes on, and almost totally obscured in a cloud of lazy smoke and brakeshoe dust as the engineer nursed his freight train down the steep grade. I watched the train again from the time it reappeared at Sabillasville until it was out of sight 3 miles away.

My mission accomplished, the return journey was more relaxing. The WM train was right on time, a trolley waited at Thurmont, and the connection to the bus at Frederick was good. I was home by 7 p.m., closing out an unforgettable 82-mile trip which included 28 miles via bus, 35 via trolley and just short of 19 by steam train, plus some 5 miles on foot. I didn't mind at all that the trip consumed 12 hours. It was a totally beautiful day, providing incomparable memories of all the travel modes, especially that thrilling trolley ride. — *B. Richard Harrington*

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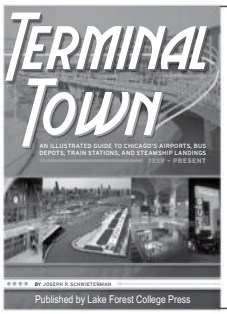

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President Truman's campaign train drew crowds wherever it went, as here at Altoona, Wis., on the North Western — yet the whole nation was "sure" he would lose the 1948 election.
Milwaukee Journal

Kentucky whistlestop

For a boy, the arrival of the President's train was better than the circus

It's September 30, 1948. We're in Owensboro, Ky., one of 350 towns along President Harry S. Truman's 28,000-mile whistlestop campaign during an uphill battle for re-election to the nation's highest office.

My favorite aunt, aware of my fascination with trains, let me tag along when she went to see Truman at the station. I was then a 9-year-old boy.

I eagerly anticipated the arrival of the 17-car train presidential special puffing its way along the Louisville & Nashville eastward toward Owensboro. I had never seen a passenger train longer than four or five cars stop at our little station. From my perspective, this would be the most exciting event since the Cole Bros. Circus train unloaded earlier that year on the freight tracks opposite the depot.

We arrived an hour ahead of the scheduled 2:30 p.m. campaign stop. The crowd was large then, almost filling the paved expanse between the station and the freight sidings. Working our way through the throng, we got as close as possible to the red-and-white bunting marking the spot where President Truman would speak from the open platform of business car *Ferdinand Magellan* that trailed the campaign special. Rumors circulating that POTUS (the President of the United States' train) was running late were confirmed by megaphone. Despite the delay, the crowd grew larger, probably because many left work early for the midtown station. About 4:30 p.m. the advance train, checking the integrity of track, bridges, and switches ahead of POTUS, crept through the station with whistle blaring a "stay back" warning.

Anticipating the arrival of the President, the crowd tightened, pushing closer to the tracks. Aunt Elizabeth and I were separated by the sway of the crowd, later estimated at 15,000, or almost half of Owensboro's population. A photo published the following day in the local *Messenger-Inquirer* showed an unbroken sea of people throughout the city-block-size station area, including some hearty souls who climbed atop boxcars on the freight sidings or shimmied up footholds on telephone poles for a glimpse of the Commander-in-Chief.

Some 10 minutes later, the sound of another approaching train could be heard. My excitement grew as the longest passenger train a 9-year-old boy could imagine came into view. I had read a detailed report in a magazine that identified each car in the President's campaign special, and now it was here!

I stretched and stood tiptoed to see the locomotives. They were two highly polished L&N K-5 Pacifics with exhausts and whistles panting and shrieking in cadence, probably because POTUS was now more than two hours late and coming into the station a little "hot" to make up time.

Bouncing up and down on my toes, I had a hard time identifying the consist, which included two dining cars, three lounge cars, many Pullmans, and a press car where campaign news was written and dispatched at the next Western Union telegraph office down the line. I did get a clear view of the first car behind the locomotives: former Baltimore & Ohio combine 1401 converted into a commu-

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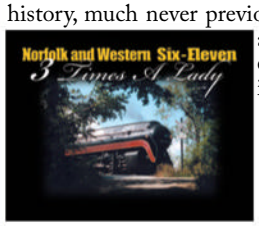

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nications center that kept the President in touch with the White House when riding the rails. I was intrigued with the two antennas raised above the roofline on insulators and could only imagine the activity and electronic wizardry inside.

It took several minutes for the quarter-mile-long train to clear the station. Finally, the rear car approached the spot where Truman was to speak. But the presidential car overshot the mark by at least a hundred feet. This was probably because the trailing *Magellan* weighed almost as much as one of the locomotives, thus requiring the engineer to "go easy on the brakes."

The crowd broke ranks to chase the fleeting *Ferdinand Magellan* as it rolled past the intending stopping point, opening a gap between train and spectators. The consequence was a mad rush into that gap by people wanting to get as close as possible to the *Magellan*'s new position.

In all this confusion, I found myself behind a very large policeman who had blended into the crowd for security. Sensing that he too was headed for the *Magellan*, I tucked in behind him, eyes fixed on belt and holster. Using his uniform, girth, and badge while benefiting from the deference then given to all policemen, he opened a beeline toward the President's car as it slowed to a stop. When the cop halted, I caught my breath, then looked up directly into the face of the 33rd President of the United States. I could have touched *Ferdinand Magellan*'s rear coupler with my right hand.

I got that front row position using techniques now called "drafting" by NASCAR drivers.

I still wonder what others in that mad rush thought when overtaken by a giant cop and a small boy, half his height and a quarter his weight, seemingly joined as one. If the policeman knew I was there, he never acknowledged it.

"Give 'Em Hell Harry" was on message in his short talk. He attacked the Republican "do-nothing Congress," urged the assembled to vote the straight Democrat ticket, praised ". . . Kentucky [as] the most spirited state in the Union — except my home state of Missouri."

Victor Hand

Little Joes in the snow

Milwaukee Road "Little Joe" electrics E77 and E70 traverse a snowy landscape at the head end of an eastbound freight at Bonner Junction, Mont., in December 1972. General Electric built 20 of the 5,500 h.p., 2-D+D-2 locomotives in 1946 for export to Russia, but Cold War tensions scuttled the shipment. GE regauged the 88-foot 10-inch behemoths and sold 12 to the Milwaukee (on which they got a nickname inspired by USSR dictator Josef Stalin) and 3 to the Chicago South Shore & South Bend. So, although those 15 dodged the Soviet snows, they saw plenty of the white stuff in the Rocky Mountains and along Lake Michigan. The remaining 5? They found the good life on the Paulista Railway down in sunny Brazil.

Prompted by the two-minute warning whistled from the locomotives, Truman ended his prepared remarks and introduced daughter Margaret and wife Bess to the crowd. As the train pulled away, the President, first family, the mayor of Owensboro, and the Democratic candidates for Senator and our local Congressional district waved confidently from the *Magellan*'s rear platform. I was impressed — this was an even *better* show than Cole Bros. Circus.

At dinner that night, I told my parents about the big crowd and asked how Truman could be the underdog. The answer was that half of Owensboro might have been at the station, but it was out of respect for the office, not the man, who would surely lose to the Republican candidate, New York Gov. Thomas E. Dewey.

On October 11, Aunt Elizabeth and I were again at the station to catch Dewey's whistlestop. The train, going westbound, was only 30 minutes late. It was near dark, with a light drizzle, when the 15-car special rolled to a stop, blocking Frederica Street, the main north-south route through Owensboro. The business car that served as a platform for Dewey's remarks was spotted opposite the crossing signal that protected Frederica Street.

As the candidate spoke, waves of red light flashed across his face from the crossing signal, accompanied by the *ding, ding* warning transmitted to the stopped cars on Frederica Street. The speech was no longer than ". . . great to be in Owensboro . . . *ding, ding* . . . I'll fix the mess in Washington . . . *ding, ding* . . . the future is ahead of us . . . *ding, ding* . . . vote Republican" and a fleeting wave as the special pulled out of town.

IN ALL THE CONFUSION AFTER THE PRESIDENT'S TRAIN OVERSHOT ITS MARK, I FOUND MYSELF BEHIND A VERY LARGE POLICEMAN WHO HAD BLENDED INTO THE SURGING CROWD.

The crowd of no more than 600 faded into the dark. Back home I told my parents about the dismal turnout. The response was that it was a cold, rainy night that kept attendance down. But the people would turn out on Election Day to vote for Dewey.

On November 2, our family gathered around the radio to listen to the election results. Early returns were even. By 10 p.m., bedtime on our farm, Truman had a small lead. But the West would surely fall into Dewey's column since former California Gov. Earl Warren was the vice-presidential candidate on the Republican ticket.

At breakfast, the news on the radio led with election results. Truman carried 28 states including Kentucky with 49.6 percent of the popular vote. Dewey won 16 states with 45.1 percent. Running as a "Dixiecrat," South Carolina Sen. Strom Thurmond took 4 states and 2.4 percent of the vote.

My parents were astonished. How could the polls be so wrong?

I said nothing. Small boys then knew when to keep their mouths shut.

— *Michael R. Boldrick*

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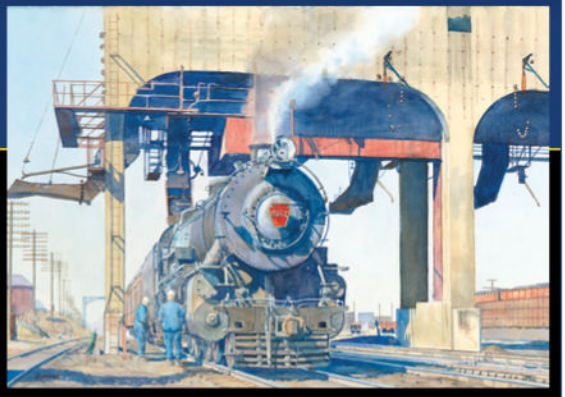

THE WAY IT WAS

An idea ahead of its time

In 1949, the MoPac heirarchy was not ready for a novel notion about hauling automobiles by rail

In 1949 I was working in St. Louis for the Missouri Pacific as a statistician in the Traffic Department. This entailed keeping records and making reports on cars handled at junctions with other railroads. The MoPac had a Divisions Department that worked with other railroads in dividing the revenue for each car with which they might be involved. The longer the haul, the more revenue the involved carrier would get.

On weekends, my wife and kids and I sometimes drove down to Poplar Bluff, Mo., to visit family and friends. During one of those trips, I took my car to Lee Bryan's dealership to get the oil changed.

While I was waiting for the work to be done, a two-level truck carrying new cars pulled up and began unloading. I asked Lee why he didn't use the railroad to bring his cars in. After all, Poplar Bluff was on the main line and a division point. A lot of people in town worked as brakemen, engineers, and conductors. I thought it would be better for his business if he used the railroad, with all the MP employees in the small town.

Lee told me it was a lot more trouble and expense to bring the autos in by rail, get the freight car spotted at a team track with a ramp, and have two men go down and spend half a day unloading them. At that time, the autos were loaded in double-door boxcars, four in a car, with the front ends of two autos lifted in the ends of the car, and two more autos squeezed under them in the middle. Lee said the men who loaded the cars at the factory were adept at the operation, but the cars were very difficult to unload from such a tight fit, whereas the truck lines just pulled up at the dealership and unloaded the cars for him. It seemed to me there had to be a way for the railroads to haul new autos more efficiently.

When I got back to St. Louis, I reported this to Mr. Hrebec, the General Freight Traffic Manager. He listened at-

tentively to my pitch that the railroads should build auto cars similar to the truck auto carriers. Mr. Hrebec told me to see Mr. Smith, who would follow up with the Mechanical Department, and report back to him. Mr. Smith had seniority and didn't like me because he expected me grovel to him just as he groveled to his superiors. His reaction was that the automobile makers had their way of loading boxcars, and would not change, but he followed Mr. Hrebec's instruction to check with the Mechanical Department about a rail car similar to the truck trailers that carried autos.

Mr. Smith returned, flush with victory. He said the Mechanical Department told him such a car could not be built. I think he was jealous of my idea, and was successful in killing it.

Fast forward to freight trains now hauling automobiles by the hundreds on such cars as I had suggested. True, the railroads did have to enlarge tunnels in mountainous areas to accommodate these excess-height cars, but there was no tunnel between Detroit and Poplar Bluff. — *T. Med Hogg*

In 1960, a decade after author Hogg suggested such a car on the MoPac, railroad and auto industry officials pose with a new tri-level car loaded with Studebakers at South Bend, Ind.
Studebaker-Packard Corp.

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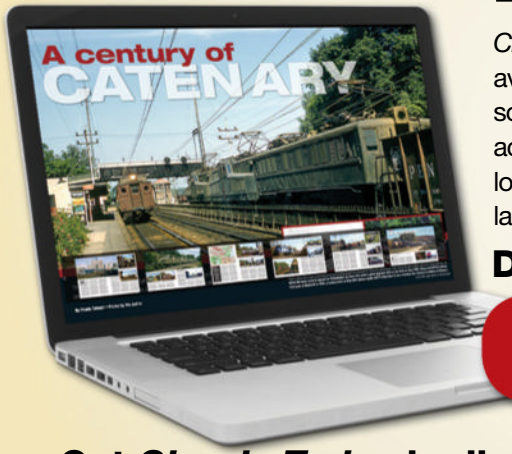

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Classic Trains MAGAZINE

P26688

B.C. Electric's big wood cars

British Columbia Electric Railway had Canada's largest interurban system. At their peak, BCER interurban operations encompassed seven lines (not all connected) totaling 141 route-miles. Most were relatively short suburban routes out of Vancouver, but there was also a line north from Victoria on Vancouver Island and a line east to Chilliwack, B.C., which, at 76 miles, was the longest interurban ride in Canada. Including city streetcar operations ["Car Stop," Winter 2006 Classic Trains], BCER moved 146 million people in 1946, but a dozen years later it was out of the rail passenger business, with the last interurban cars lowering their poles on February 28, 1958. The provincial government's B.C. Hydro took over the property in 1961, and diesels provided freight service over the remaining interurban lines. Some of the right of way has since been used for the mostly elevated SkyTrain rapid transit system.

Between 1905 and 1914, BCER's shops at New Westminster built streetcars, interurbans, work equipment, freight cars, and locomotives for the system; two of the shops' final three interurbans, No. 1310 and 1311 (above), still look as good as new four decades after rolling out of New Westminster. Car 1314 (top right) brings up

the rear of a two-car eastbound train at the Nanaimo Road station of the Vancouver–New Westminster Central Park Line on September 7, 1950; the car was built by St. Louis in 1913 and rebuilt by BCER in 1929. Two miles east on the Central Park Line (right), also on September 7, 1950, baggage-express car 1700 (American Car Co., 1910) and coach 1311 are about to cross Kingsway at an entrance to Central Park.

Main photo, Linn H. Westcott; others, George Krambles, Krambles-Peterson Archive

DECEMBER '15

SPECIAL WINTER & HOLIDAY ISSUE

Railroading in Avalanche Alley: Join us in Montana, where BNSF Railway keeps the main line open

To the roof of the world! Take the train in Tibet, where the elevation is so high, oxygen flows!

One wild ride: On board a snow plow in southern Ontario

In My Own Words: Winter where it doesn't belong

One sweet railroad in the sun

Map: What's left of the Great Northern

Plus:

Updates on positive train control and Tier 4

Is it too late to start collecting mileage?

On sale Nov. 10, 2015

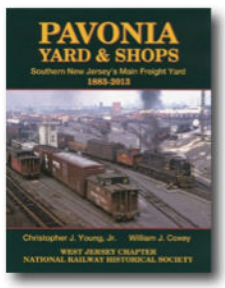
FIRST OUT

From the Midwest to Florida by Rail, 1875–1979, Vols. 1 and 2
By Chuck Blardone. Pennsylvania Railroad Technical & Historical Society, c/o Kutztown Publishing Co., P.O. Box 326, Kutztown, PA 19530-0326; www.prrths.com. Both: 8½ x 11 inches, hardcover; Vol. 1: 520 pages, $75; Vol. 2: 476 pages, $75.

In terms of transportation, ours is an east-west nation. Accordingly, much has been written about the great fleets of east-west passenger trains, while the substantial traffic from the cities of the North to Florida has received less coverage. This imbalance has been greatly offset by author Blardone and a team of collaborators in two massive volumes — totaling nearly 1,000 pages — on Midwest–Florida passenger trains. Coverage is organized by railroad, with C&EI, IC, PRR, L&N, NC&StL, and Monon starring in Vol. 1 and Southern, Big Four, NYC, Frisco, FEC, and Amtrak in Vol. 2. Included are narrative text, black-and-white and color photos, train schedules, consists, advertisements, brochures, maps, paintings by noted rail artists, scale drawings of rolling stock, and, believe it or not, more. Considered together, as they should be, the two volumes are a breathtaking achievement, a major contribution to railroad history. — *Robert S. McGonigal*

Southern Pacific's Eastern Lines, 1946–1996
By David M. Bernstein. North Texas Chapter National Railway Historical Society, P.O. Box 600304, Dallas, TX 75360; e-mail: northtexaschapternrhs@gmail.com. 11 x 8½ inches, hardcover, 412 pages; $69.95 plus $5 shipping in U.S.

This album, bursting with color and black-and-white photos, many quite rare, is the first of a planned two volumes covering SP's lines in Texas and Louisiana during the 50 years up to the UP+SP merger. Seven chapters cover the divisions and terminal districts from New Orleans to El Paso. Also included are 17 maps, 39 pages of timetable-style line listings, and an index of photo locations. Fans of the east end of the Golden Empire will find this impressive book of interest. — *R.S.M.*



Pavonia Yard & Shops: Southern New Jersey's Main Freight Yard
By Christopher J. Young Jr. and William J. Coxey. West Jersey Chapter National Railway Historical Society, P.O. Box 6478, Palmyra, NJ 08065; www.westjersey-nrhs.org. 8½ x 11 inches, softcover, 64 pages, $20 plus $4.50 shipping

The big freight yard in Camden, N.J., was first established by the Pennsylvania Railroad in 1883; gained importance with the 1896 completion of PRR's Delair Bridge across the Delaware River; underwent major restructuring in the late 1960s; and, further modified, remains important for CSX and Norfolk Southern. With clear text and plenty of black-and-white photos, plus maps and track diagrams, this book tells the story of Pavonia up to 2013. It's a well-done, definitive treatment of its subject. — *R.S.M.*

The 400 Club: A History of the Presidential F Units
By Bruce C. Nelson. South Platte Press. South Platte Press, P.O. Box 163, David City, NE 68632; (402) 367-3554; www.southplattepress.com; 11 x 8½ inches; softcover; 88 pages; $29.95 plus $5 shipping.

In our Spring 2015 F-unit anniversary issue, former Chicago & North Western official Chris Burger wrote about the Fs his road maintained for business and other special trains during the 1980s. Author Nelson tapped Burger to provide the Introduction for this excellent book on the surprisingly complex careers of the "Presidential Fs." The text tells their tale from their origins as freight units, while photos are numerous and nearly all in color. These celebrity units are fondly remembered in ex-C&NW territory, and this is a fine tribute to them. — *R.S.M.*

In the next issue

Spring 2016 Edition

Steam Show on Sherman Hill
Union Pacific's Challengers and Big Boys were still in the saddle when a man visited Wyoming with camera and Kodachrome in 1953

Travels with Earl
A boy tags along with his grandfather on his job as Express Messenger on N&W's Abingdon Branch mixed

Encounter at Denver
The *CZ*, the *Yampa Valley*, and a freight converge at 23rd Street

Motor City Hot Spot
Dave Ingles remembers time spent at Delray Tower, one of Detroit's busiest early-1960s train-watching spots

Steam that Never Was
In the mid-1940s, Canadian National planned branchline steam power that never left the drawing board

Bird's-Eye View
Lehigh Valley at Hazleton, Pa.

Fallen Flags Remembered
Piedmont & Northern

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Louisville & Nashville

Louisville Union Station in wartime

It's December 1942 — one year after the United States entered World War II. In the waiting room at Louisville Union Station, numerous servicemen are in evidence, signs point toward the USO lounge, and a big American flag partly covers one of the depot's ornate rose windows. Louisville & Nashville built the Romanesque Revival head building in 1891, then rebuilt it after a fire in 1905. L&N, whose general office building was next door, was Union's heaviest user, but the terminal also hosted trains of the Pennsylvania and Monon. (Louisville's other big depot, Central Station, served Baltimore & Ohio, Chesapeake & Ohio, Illinois Central, and Southern; when Central closed in 1963, its one remaining user, C&O, moved to Union.) Union's six-track trainshed outlasted most of its contemporaries, but was razed in 1973; three years later the last train, Amtrak's *Floridian*, departed. L&N sold Union to the city in 1978, and since 1980 the building has housed the offices of the regional transit authority.

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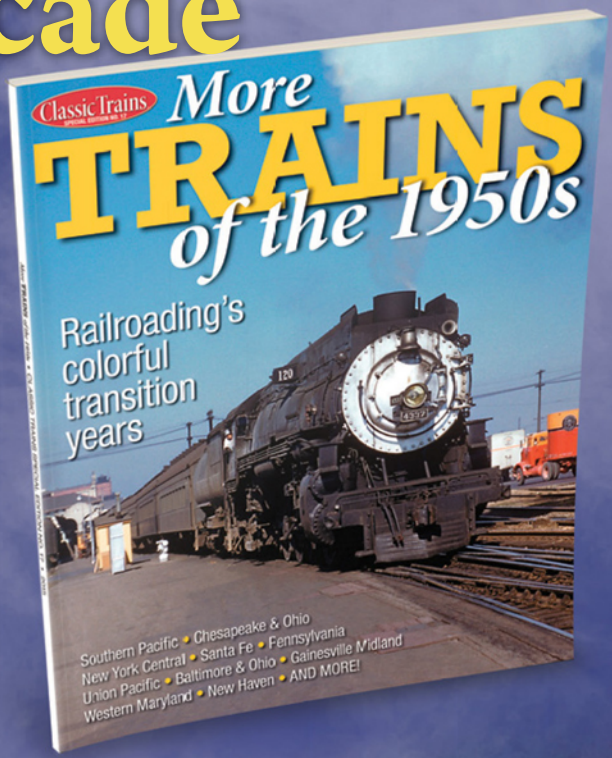

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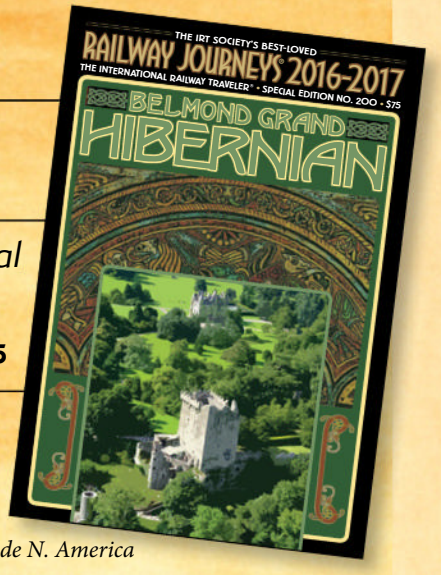

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